

# PROJECT PORTFOLIO

## COMPETITIVE ADVANTAGE PROJECTS



May 2020



Competitive  
Advantage Projects

*Advancing Infrastructure Priorities  
for Central Ohio's Economic Growth*

COLUMBUS  
2020



# WHAT IS COMPETITIVE ADVANTAGE PROJECTS?

- Partnership of Columbus 2020 and the Mid-Ohio Regional Planning Commission (MORPC)
- Develops and maintains a list of regional infrastructure priorities for the benefit of economic and community growth in the Columbus Region
- Advances priority projects through technical assistance



## PROCESS OVERVIEW

1

Participating counties assign working groups to lead local process

2

MORPC provides data and support to help facilitate prioritization

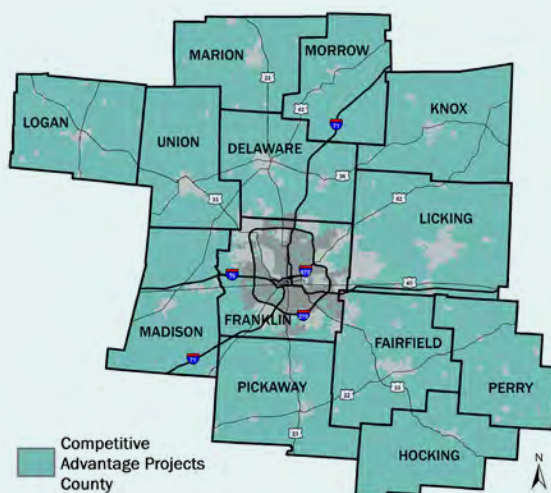
3

County working groups determine top local priorities

4

List of priority projects are continually tracked and vetted for funding opportunities

## GEOGRAPHY



## DELIVERABLES

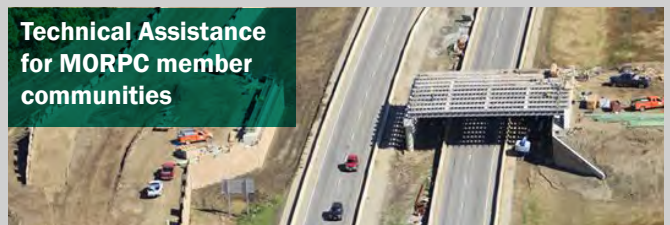
Vetted Project List  
Ready for Funding  
Opportunities



Interactive Web Map  
and Project Profiles



Technical Assistance  
for MORPC member  
communities



Competitive  
Advantage Projects

*Advancing Infrastructure Priorities  
for Central Ohio's Economic Growth*

[www.morpc.org/CAP](http://www.morpc.org/CAP)

**COLUMBUS**  
**2020**



For more information:  
e: [nkaelin@morpc.org](mailto:nkaelin@morpc.org)  
p: 614-233-4190



# LAUNCHING THE INITIATIVE

## Background

The Columbus Region has grown to be a leading global region but must be strategic to continue our growth into the future. Understanding that ‘Prepared Communities Win,’ we identified the need to be more strategic about our public investments, specifically infrastructure expenditures meant to foster economic and community growth.

As infrastructure needs continue to grow beyond existing funding levels, leaders came together to discuss how to best prioritize and advocate for the infrastructure investments that will drive the future of the Columbus Region. After seeking feedback and guidance from public and private sector representatives both within and beyond the region, the framework for the Competitive Advantage Projects initiative emerged as a partnership among Columbus 2020, MORPC, and thirteen counties across Central Ohio.



## Methodology

In the fall of 2016, MORPC began engaging counties to invite their participation in the initiative. Counties were asked to assign working groups to help identify and prioritize top projects for their county. Some counties formed new groups, while others leveraged existing structures, such as infrastructure committees, regional planning organization subcommittees, and land use committees.

Each county working group began by compiling a comprehensive list of planned and desired infrastructure investments. From there, each group was asked to prioritize approximately three to five top priorities for their county. MORPC provided data, expertise, and support as requested to help facilitate prioritization. Each working group customized its own prioritization process based on local preferences.

The top priority projects of each county, now designated as Competitive Advantage Projects, were not ranked or prioritized on a regional scale to ensure that the priorities of all counties were demonstrated through the initiative. MORPC and Columbus 2020 asked each county to revisit their list of priorities in the fall of 2018 in advance of the current legislature.

## PROJECT TYPES

- **Transportation, including:**
  - Highways & Roads
  - Active (Bike/Pedestrian)
  - Aviation
  - Transit
- **Water & Sewer**
- **Energy Systems**
- **Telecom & Smart Tech**
- **Strategic Infrastructure Planning**

# PRIORITIZED PROJECTS

## Project Summary

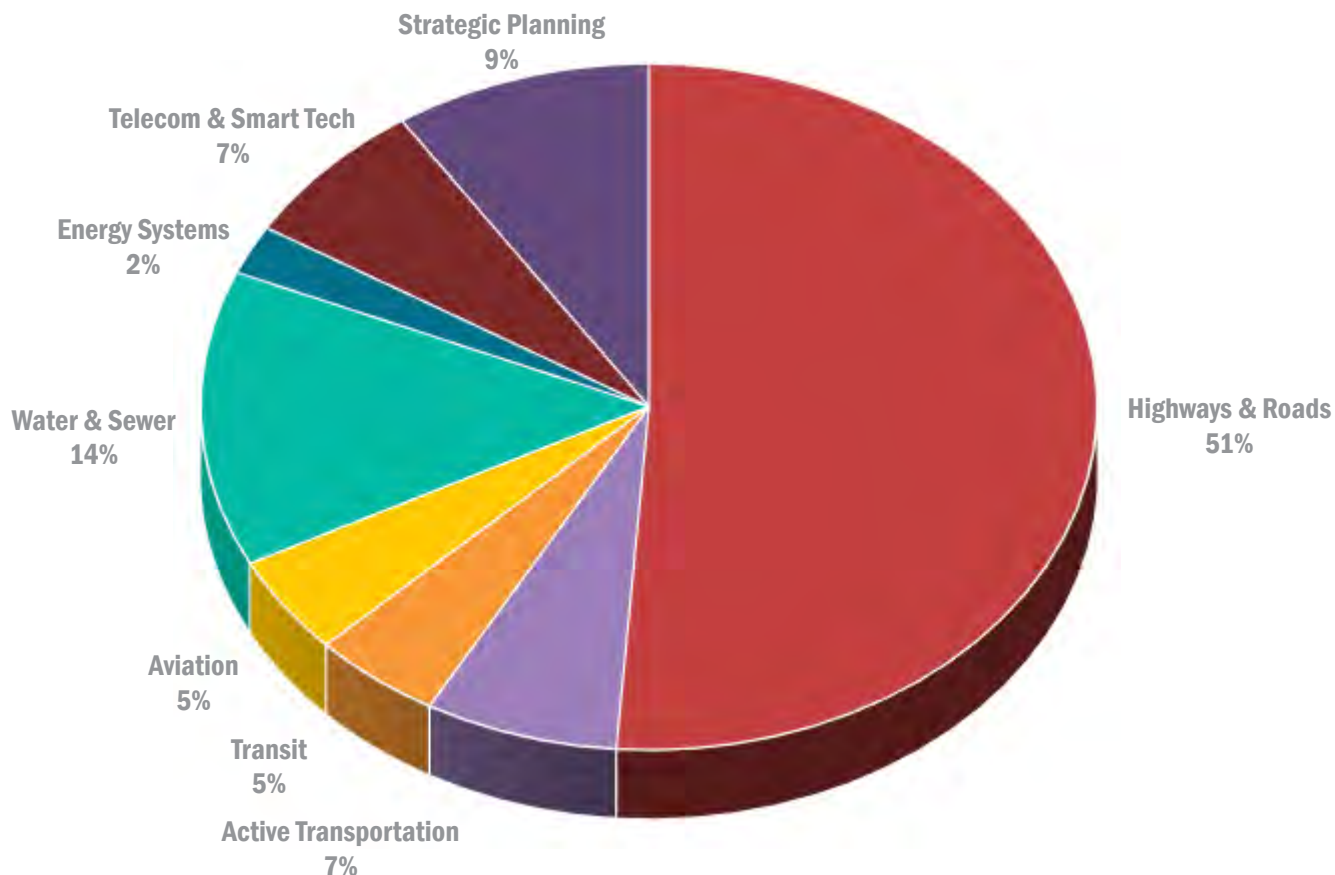
As of February 2019, 43 projects have been identified by ten counties and regional partners as Competitive Advantage Projects. Three additional counties have been invited to participate and may identify projects in the future.

These projects represent good diversity in size and scale. In terms of cost, the projects range from just \$80,000 to over \$1 billion, although many projects will likely be constructed in multiple phases. In terms of complexity, projects range from road resurfacings in rural areas to multi-county fiber optic and smart technology efforts.

The breakdown of project types is shown in the pie chart below. Although transportation projects were dominant, many counties prioritized projects related to broadband expansion, smart infrastructure, water facilities, and sewer systems.



## Projects by Type







# CENTRAL OHIO GREENWAYS DEVELOPMENT

PROJECT  
PROFILE

The Central Ohio Greenways (COG) Development project is aimed at accelerating development of a world-class trail system as envisioned by the COG Strategic Action Plan. The region boasts 230 miles of regional trails today, with more than 500 additional miles proposed. The COG Board, which is composed of public, private, and non-profit partners, is currently identifying priority trail segments for construction.

Prioritized as a project of  
**REGIONAL  
SIGNIFICANCE**

## Project Type:

Transportation - Active Transportation

Estimated Cost: >\$250 million

## Lead Agency:

Central Ohio Greenways (COG) Board, a MORPC Committee

## Project Contact:

Melinda Vonstein, Mid-Ohio Regional Planning Commission  
mvonstein@morpc.org | 614-228-2663

## Partner Agencies:

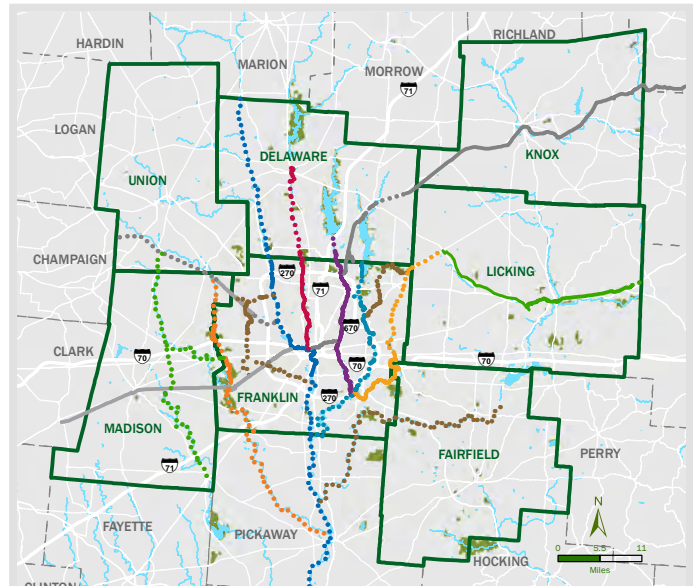
Ohio Department of Transportation, Ohio Department of Natural Resources, local governments, agencies (e.g., park districts, county engineer offices, etc.), corporations, businesses, and non-profits

## Jobs Supported:

Potential development of businesses along COG corridors;  
critical amenity desired by workforce

## Project Benefits

- Maintains competitive infrastructure by creating a critical quality-of-life amenity to attract and retain a talented workforce in Central Ohio
- Adds value to the transportation system and promotes active transportation by connecting neighborhoods, major destinations, and recreational facilities
- Creates recreational tourism opportunities within the region through connections to the larger state trail network
- Aligns with existing plans, including the Central Ohio Greenways Strategic Action Plan and Delaware County Countywide Trails Plan



## Project Location

Central Ohio Greenways encompasses existing and proposed trails across seven counties: Delaware, Fairfield, Franklin, Knox, Madison, Licking, and Union



Example of a greenway corridor with a multi-use trail

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SENATE

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Portman



# INNOVATIVE MOBILITY INITIATIVES

PROJECT  
PROFILE

The Innovative Mobility Initiatives project leverages the Smart Columbus initiative through the successful completion of the Smart Columbus project suite, growth of the acceleration fund, and advancing supporting efforts such as the Downtown C-pass, first-mile/last-mile solutions, high-capacity transit, and COTA initiatives like common payment, autonomous shuttles, a mobility application, and smart mobility hubs.

Prioritized as a project of  
**REGIONAL  
SIGNIFICANCE**

## Project Type:

Telecom and Smart Tech

## Lead Agency:

Smart Columbus & Smart Region Task Force

## Partner Agencies:

Columbus Partnership, City of Columbus, Central Ohio Transit Authority (COTA), Mid-Ohio Regional Planning Commission (MORPC), and numerous public and private partners along the corridor (e.g., businesses, local governments, etc.)

## Jobs Supported:

Improves access to employment and ladders of opportunity for workforce



## Project Location

Regionwide applications

## Project Benefits

- Maintains competitive infrastructure through deployment of smart technology improvements to the region's transportation, energy, broadband, and related systems and infrastructure
- Adds value to the transportation system by leveraging technology that can improve quality of life for residents
- Allows the region to be at the cutting-edge of new mobility strategies, such as C-pass, the first major unlimited bus pass program for downtown workers
- Facilitates opportunities for partnerships between public and private entities to achieve public goals
- Provides an opportunity to transform and improve the movement of freight and cargo, fostering Central Ohio's strong logistics industry sector



Smart Columbus has a vision that starts with reinvention of mobility for the future. Multiple partners are extending this vision to supporting initiatives throughout the Columbus Region.

# ONE INTERNATIONAL GATEWAY

PROJECT  
PROFILE

The One International Gateway project will replace the 1958 passenger terminal at John Glenn Columbus International Airport (CMH). The new terminal is one component of a midfield development program that includes parking structures, rental car facility, utility plant, shipping and receiving center, and space for hotels and restaurants. The terminal itself would be constructed when required by passenger demand.

Prioritized as a project of  
**REGIONAL  
SIGNIFICANCE**

## Project Type:

Transportation - Aviation

## Estimated Cost:

>\$2 billion

## Lead Agency:

Columbus Regional Airport Authority (CRAA)

## Project Contact:

Kristen Easterday, Director of Government Affairs  
KEasterday@columbusairports.com | 614-239-5064

## Partner Agencies:

Federal Aviation Administration (FAA)

## Jobs Supported:

Critical amenity for economic development



## Project Location

Center of the existing airport property, west of the current terminal near the air traffic control tower

## Project Benefits

- Maintains competitive infrastructure by ensuring the airport terminal meets present-day standards in terms of checkpoints, holdrooms, curbside, baggage processing, and other key facilities
- Adds value to the transportation system by increasing passenger capacity to meet forecasted air travel needs and area population growth
- Provides a modern gateway to Columbus, the region, and the State of Ohio
- Upgrades an important business attraction and retention asset for economic development
- Supports tourism within the region



Conceptual rendering on new terminal to demonstrate functionality

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# RAPID SPEED TRANSPORTATION INITIATIVE

PROJECT  
PROFILE

The Rapid Speed Transportation Initiative project explores options to better connect the Columbus Region with major metropolitan regions of the Midwest, including Chicago and Pittsburgh. A multi-phased planning effort will examine the feasibility for railroad technologies including hyperloop and traditional rail. The study builds on the Midwest Connect Hyperloop and Chicago-to-Columbus Passenger Rail efforts.

Prioritized as a project of  
**REGIONAL  
SIGNIFICANCE**

## Project Type:

**Strategic Planning**

**Estimated Cost:** \$2.5 million

## Lead Agency:

**Mid-Ohio Regional Planning Commission (MORPC)**

## Project Contact:

**Thea Walsh, Transportation Systems & Funding Director**  
twalsh@morpc.org | 614-233-4160

## Partner Agencies:

**Columbus Partnership; JobsOhio; Ohio Department of Transportation; Ohio Rail Development Commission; cities of Columbus, Dublin, Lima, and Marysville; and numerous public and private partners along the corridor (e.g., business groups, local governments, regional planning agencies, etc.)**

## Jobs Supported:

**TBD**



## Project Location

Although alignments have not been finalized, the route is expected to connect Chicago, Ft. Wayne, Lima, Columbus, and Pittsburgh

## Project Benefits

- Maintains competitive infrastructure by exploring diverse transportation technologies for the region and state
- Adds value to the transportation system by creating additional transportation modes on a corridor without redundant highway or passenger rail facilities
- Creates opportunities to create a Midwest megaregion by linking major cities with high-speed transportation
- Links major business, institutional, logistics, and sports destinations along the corridor
- Provides an opportunity to transform and improve the movement of freight and cargo



Conceptual rendering of hyperloop technology through Columbus

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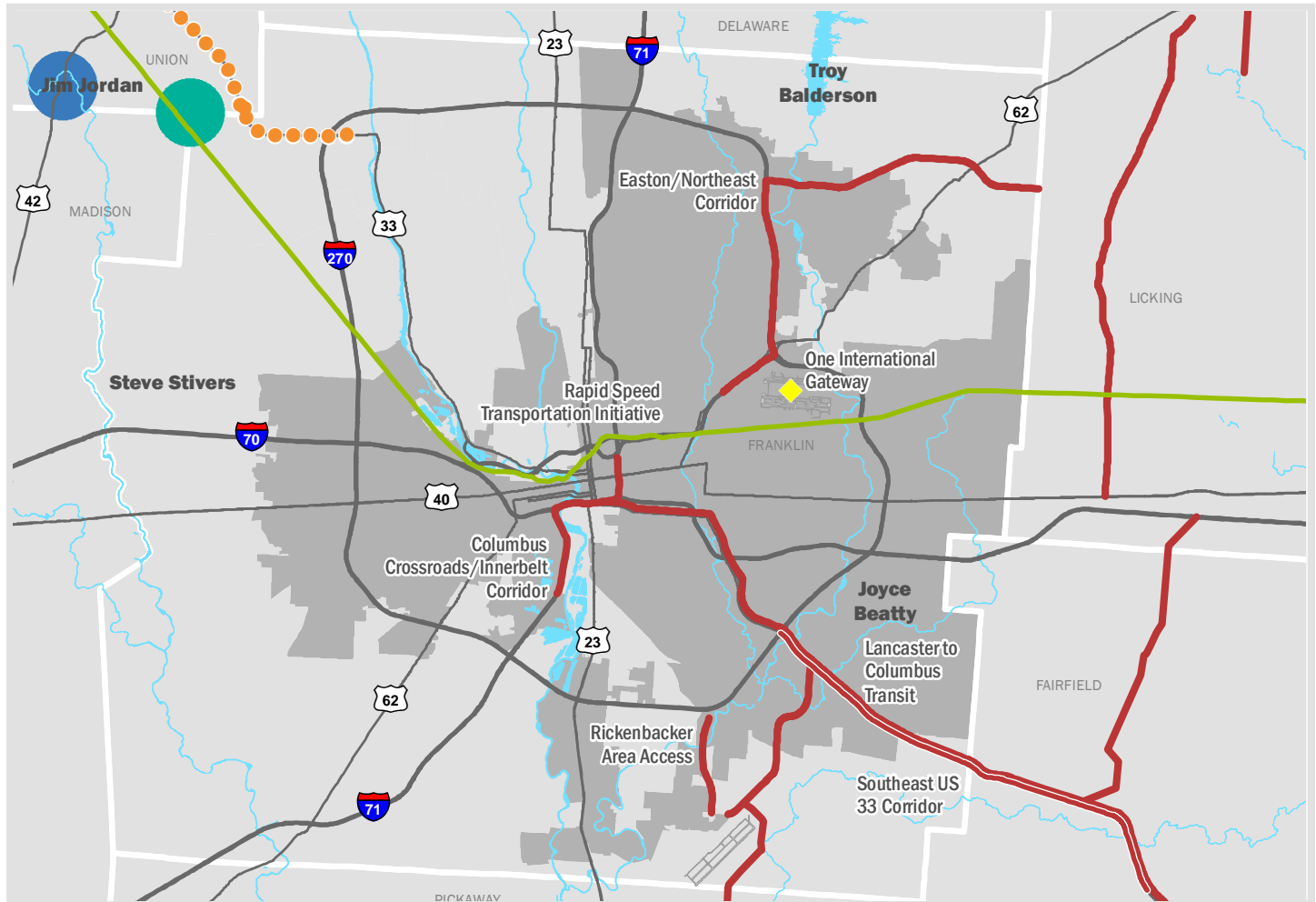
# CONGRESSIONAL DISTRICT 3

DISTRICT  
PROFILE

The projects below were identified through the Competitive Advantage Projects initiative as priority infrastructure investments to advance economic growth within Central Ohio. Within and adjacent to Ohio's 8th District, these projects were identified by Franklin and Fairfield Counties.

U.S. Congresswoman  
**Joyce Beatty**

## Competitive Advantage Projects



### Columbus Crossroads/Innerbelt Corridor

\$971.5 - \$1,161.5 million

### Easton/Northeast Corridor

\$156.3 - \$187.6 million

### Lancaster to Columbus Transit

\$80,000 annually

### One International Gateway

>\$2 billion

### Rapid Speed Transportation Initiative

\$2.5 million

### Rickenbacker Area Access

\$160.4 - \$169.4 million

### Southeast US 33 Corridor

\$298.7 - \$370.1 million



# COLUMBUS CROSSROADS (INNERBELT)

PROJECT  
PROFILE

The Columbus Crossroads/Innerbelt Corridor projects will complete a comprehensive reconstruction of the Interstate 70/71 Innerbelt through Downtown Columbus. The larger corridor also includes Interstate 71 between Frank Road/SR 104 and SR 315, including widening and interchange reconstruction. More than \$400 million has already been invested in initial phases that are complete or under construction.

Prioritized by:  
**FRANKLIN COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$971.5 - \$1,161.5 million (breakdown on reverse)

## Lead Agency:

Ohio Department of Transportation

## Partner Agencies:

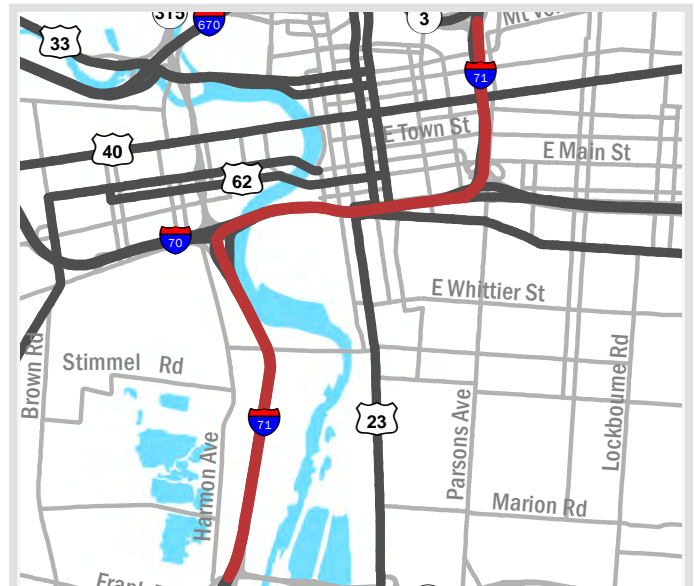
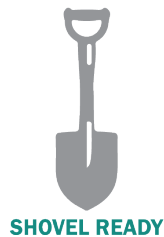
City of Columbus

## Supporting Agencies:

Mid-Ohio Regional Planning Commission (MORPC),  
Franklin County Engineer's Office

## Jobs Supported:

More than 100,000 jobs in the downtown area



## Project Location

Interstates 70 and 71 in Downtown Columbus

## Project Benefits








- Maintains competitive infrastructure by relieving traffic congestion and adding capacity at the junction of two significant interstate routes
- Promotes active transportation by better connecting neighborhoods through bridge design enhancements, such as wider sidewalks, greenery, and lighting
- Increases safety by making improvements at three of the state's top 10 crash locations
- Adds value to the transportation system through construction of an additional lane in each direction, meaning two continuous lanes for both I-70 East and West and I-71 North and South
- Improves access to Downtown Columbus with redesigned ramp systems



Rendering of the completed South Innerbelt section

# COLUMBUS CROSSROADS (INNERBELT)

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
 <b>PHASE 3: I-71 (East Innerbelt)</b>	<b>Widen freeway from 6 to 8 lanes from I-70/I-71 (South Innerbelt) to I-670/Fort Hayes Interchange</b> <i>Phase 3B to start in 2020 (estimated \$42 million)</i>	<b>\$101.5 - \$131.9 million</b>
 <b>PHASE 2: East Interchange: I-70E/I-71 (East Innerbelt) and I-70/I-71 (South Innerbelt)</b>	<b>Interchange modification</b> <i>Phases 2G &amp; 2E are under construction</i>	<b>\$193.2 million</b>
 <b>PHASE 4: I-70/I-71 (South Innerbelt)</b>	<b>Widen freeway from 6 to 8 lanes from east interchange to west interchange</b> <i>Phase 4R to start in 2020 (estimated \$94 million)</i>	<b>\$212.8 - \$276.5 million</b>
 <b>PHASE 6: West Interchange: I-70/I-71 (South Innerbelt) and I-71S/SR 315</b>	<b>Interchange modification</b> <i>Phase 6R to start in 2021 (estimated \$107 million)</i>	<b>\$338.1 - \$432.8 million</b>
 <b>Livingston Avenue - Phases A&amp;B</b>	<b>Convert roadway from one-way to two-way</b>	<b>\$9.8 million</b>
 <b>SR 104/Jackson Pike Realignment</b>	<b>Relocate SR 104/Jackson Pike at Frank Road to the east to remove the existing conflict with the ramp from northbound I-71</b>	<b>\$3.7 million</b>
<b>SUPPORTING PROJECTS</b>		
 <b>CNG Fueling Facility</b>	<b>Upgrade and add CNG fueling facility to COTA's existing Fields Avenue Fixed Route Maintenance and Storage Facility</b>	<b>\$52 million</b>



# EASTON/NORTHEAST CORRIDOR

PROJECT  
PROFILE

The Easton/Northeast Corridor projects will upgrade major freeway and arterials through Northeast Franklin County, supporting the office and industrial development along the SR 161 corridor and the Easton Town Center area. Improvements include capacity expansion and interchange modifications on highway corridors, as well as supporting upgrades to the local roadway and trail systems.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$156.3 - \$187.6 million

## Lead Agency:

Ohio Department of Transportation

## Partner Agencies:

City of Columbus, City of Gahanna, City of New Albany

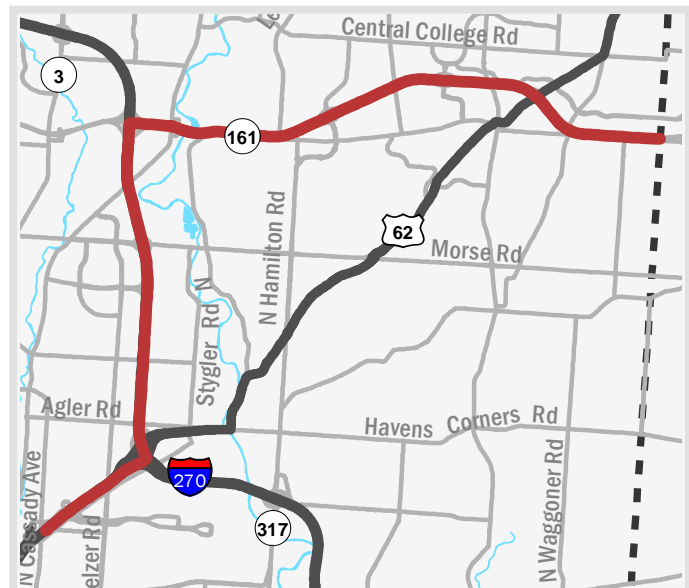
## Supporting Agencies:

Columbus Regional Airport Authority,  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

TBD

Prioritized by:  
**FRANKLIN COUNTY**



## Project Location

Interstate 670 from Cassady Avenue to Interstate 270, continuing north to SR 161, and continuing west to the Franklin/Licking County line

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion and adding capacity through an important growth corridor
- Adds value to the transportation system by increasing capacity of I-670, I-270, and SR 161 corridors
- Strengthens economic development opportunities in the employment clusters around Easton Town Center and SR 161 through Columbus and New Albany
- Supports further growth and expansion at John Glenn International Airport, the Columbus Region's primary passenger airport



John Glenn International Airport is an important economic asset to the region, supporting more than 33,400 jobs with an annual payroll of \$1.1 billion

# EASTON/NORTHEAST CORRIDOR

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
I-670 at I-270/US 62	Interchange modification	\$51.5 million
SR 161 Widening	Widen freeway from 4 to 6 lanes from Hamilton Road to Beech Road	\$104.8 - \$136.1 million
SUPPORTING PROJECTS		
Hamilton Road Widening	Widen roadway from 3 to 5 lanes with complete street facilities from Morse Road to Preserve Boulevard	\$28.2 million
US 62 at Stygler Road and Agler Road	Intersection improvements	\$12 million
Easton Square Place Extension	New roadway 1 lane in each direction with complete street facilities from Morse Crossing to Stelzer	\$3.3 - \$4.3 million
Big Walnut Trail Extension	Construct multi-use path from Galloway Reserve to Pizzurro Park in Gahanna	\$3.1 million
Havens Corners Road Improvements	Add turn lanes and complete street facilities from Hamilton Road to Taylor Station Road	\$14.5 - \$18.5 million
Broad Street Widening	Widen roadway from 4 to 6 lanes with complete street facilities from McNaughten Road to Taylor Road	\$77.8 - \$98.9 million

# LANCASTER TO COLUMBUS TRANSIT

PROJECT  
PROFILE

The Lancaster to Columbus Transit project seeks to establish transit service in the commuter corridor between the City of Lancaster and the employment centers in Columbus. Initial service could include Rickenbacker service twice daily Monday through Saturday. Service times would be based on highest demands currently experienced on the GREAT (Groveport Rickenbacker Employee Access Transit) service.

**Project Type:**  
Transportation - Transit

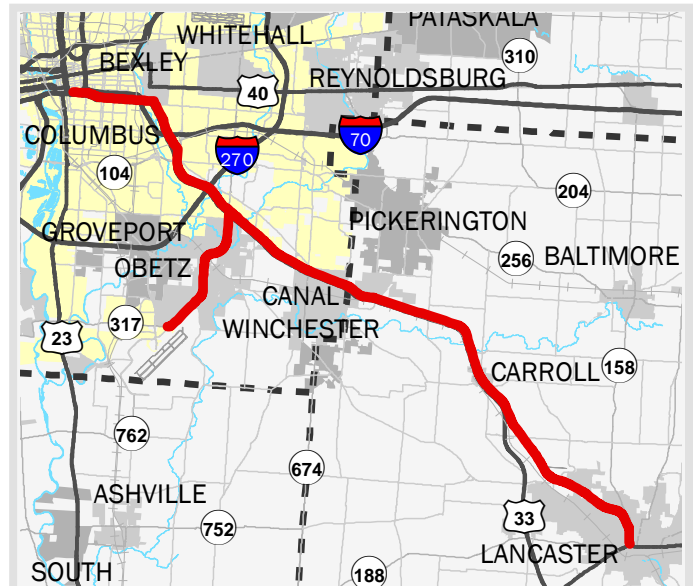
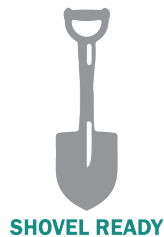
**Estimated Cost:**  
\$80,000 annually

**Lead Agency:**  
City of Lancaster Public Transit Department

**Project Contact:**  
Carrie Woody, Director  
cwoody@ci.lancaster.oh.us | 740-687-6858

**Partner Agencies:**  
Central Ohio Transit Authority (COTA), City of Groveport,  
Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**  
Approximately 30,000 jobs in the Rickenbacker area



## Project Location

City of Lancaster to Columbus, potentially including the Rickenbacker area

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion on US 33 and parallel routes, a major freight and commuter corridor
- Adds value to the transportation system by providing an additional mode for commuters between Fairfield and Franklin County job centers
- Promotes active transportation by placing public transit in close proximity to homes and jobs
- Reduces energy consumption and improves air quality by reducing single-occupancy vehicle trips and emissions
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors



Lancaster Public Transit System vehicle

Prioritized by:

**FAIRFIELD COUNTY**

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# RICKENBACKER AREA ACCESS

PROJECT  
PROFILE

The Rickenbacker Area Access project will improve multiple access points to accommodate additional economic growth and leverage the area's freight and logistics assets. Alum Creek Drive will be widened from 4 to 6 lanes between Groveport Road and SR 317. Additional projects will increase safety and capacity of other primary corridors, as recommended by the Rickenbacker Area Study.

**Project Type:** Transportation - Highways & Roads

**Estimated Cost:** \$160.4 - \$169.4 million  
(breakdown on reverse)

**Lead Agencies:**

Franklin County Engineer's Office,  
Ohio Department of Transportation

**Partner Agencies:**

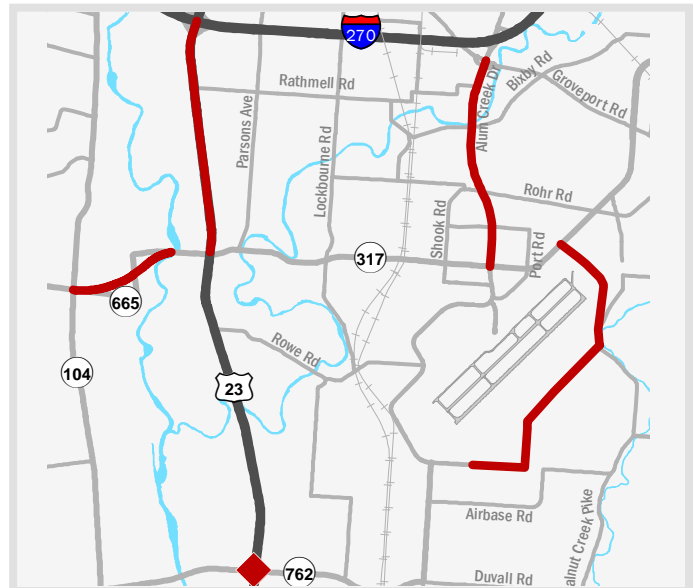
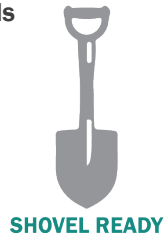
City of Columbus, City of Groveport, Village of Obetz,  
Hamilton Township (Franklin Co.), Harrison Township  
(Pickaway Co.), Madison Township (Franklin Co.),  
Madison Township (Pickaway Co.)

**Supporting Agencies:**

Norfolk Southern Railroad, Columbus Regional Airport Authority  
(CRAA), Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**

More than 30,000 Rickenbacker area jobs supported



**Project Location**

Alum Creek Drive (Groveport Rd to SR 317), US 23 (I-270 to SR 317/SR 665), Rickenbacker Parkway east around airport, US 23 at SR 762, and SR 665 (US 23 to SR 104)

## Project Benefits

- Strengthens long-term growth and economic sustainability for the Rickenbacker area, a key asset of the North American International Freight Center
- Increases capacity on Alum Creek Drive, a part of the USDOT-designated National Primary Freight Highway System and a National Highway System Intermodal Connector Route linking to Rickenbacker Intermodal Airport and Norfolk Southern's intermodal rail facility
- Supports new and existing businesses by reducing traffic congestion, improving travel time reliability for shipments and workforce
- Leverages more than half a billion dollars in public and private investments in the Rickenbacker area



Rickenbacker International Airport is one of the world's few cargo-dedicated airports

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# RICKENBACKER AREA ACCESS

PROJECT  
PROFILE



Improvement/Phase	Description	Estimated Cost
<b>Rickenbacker Inland Port Interstate Connector/Alum Creek Drive Widening</b>	<b>Widen Alum Creek Drive from 4 to 6 lanes with complete street facilities from Groveport Road to SR 317</b>	<b>\$35.2 million</b>
<b>Pickaway East-West Connector Phase 2</b>	<b>Construct interchange at US 23 and SR 762</b>	<b>\$28 million</b>
<b>Rickenbacker Parkway Extension</b>	<b>Extend Rickenbacker Parkway from current terminus to accomodate additional development</b>	<b>\$60.2 million</b>
<b>U.S. 23 Freeway Conversion</b>	<b>Convert U.S. 23 to a limited-access freeway from I-270 to SR 317/SR 665, with eventual goal to extend limited-access to Pickaway County line</b>	<b>\$22 - \$30 million</b>
<b>SR 665 Realignment</b>	<b>Realign "S" Curve on SR 665 between US 23 and SR 104</b>	<b>\$13 - \$14 million</b>
<b>SUPPORTING PROJECTS</b>		
<b>Smart Columbus Connected Vehicle Corridor</b>	<b>Deploy platoon intent freight signal priority infrastructure on Alum Creek Drive to enable truck platooning on I-70 corridor east of Columbus</b>	<b>\$1.2 - \$2 million</b>
<b>Pickaway East-West Connector Phase 3</b>	<b>Widen SR 762/Duvall Road/Ashville Pike from three to five lanes</b>	<b>\$7.8 million</b>

# SOUTHEAST US 33 CORRIDOR

PROJECT  
PROFILE

The Southeast US 33 Corridor projects will convert the existing US 33 corridor between Interstate 270 and the newly constructed Carroll Interchange into a limited-access freeway. The project includes construction of new interchanges at Bixby and Pickerington Roads. As measured at the Fairfield/Franklin County line, the corridor carries an average of approximately 50,000 vehicles daily.

Prioritized by:  
**FAIRFIELD & FRANKLIN  
COUNTIES**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$298.7 - \$370.1 million (breakdown on reverse)

## Lead Agency:

Ohio Department of Transportation

## Partners Agencies:

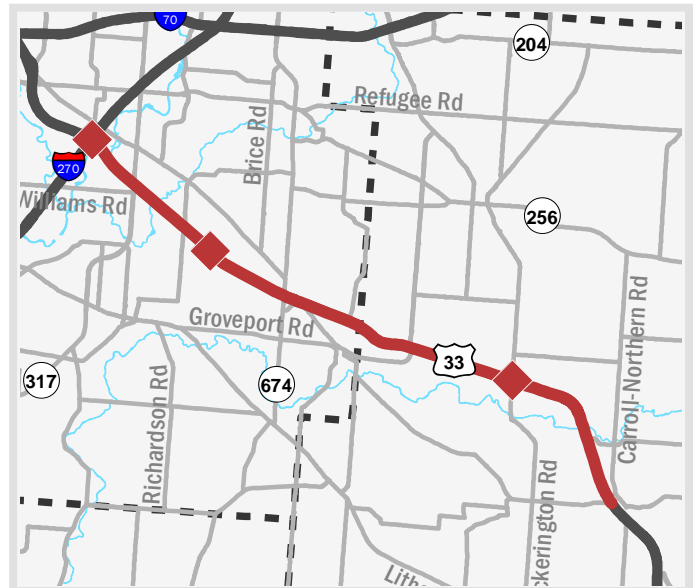
City of Canal Winchester, City of Columbus,  
City of Groveport, Madison Township (Franklin Co.),  
Violet Township (Fairfield Co.)

## Supporting Agencies:

Central Ohio Transit Agency (COTA),  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

TBD



## Project Location

US 33 from I-270 to the Carroll Interchange

## Project Benefits

- Maintains competitive infrastructure by increasing capacity and relieving congestion on a statewide highway corridor identified by Access Ohio 2040
- Adds value to the transportation system by creating a limited-access corridor extending from the interstate system to southeastern Fairfield County
- Supports the aggressive economic development efforts and job growth goals of the Fairfield 33 Alliance
- Aligns with existing planning documents, including the 2004 US 33 Corridor Study
- Potentially supports transit as the corridor could be utilized for additional workforce access transit service between Columbus and Lancaster



Construction of the recently completed Carroll Interchange at the south end of the corridor

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# SOUTHEAST US 33 CORRIDOR

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
US 33 at I-270	Interchange modification	\$151.2 - \$196.5 million
US 33 - Hamilton to Gender	Convert 4-lane roadway to 4-lane freeway from SR 317/Hamilton Road to SR 674/Gender Road	\$3.1 - \$4 million
US 33 at Bixby Road	New interchange	\$72.8 - \$93.2 million
US 33 - Gender to Hill/Diley	Convert 4-lane roadway to 4-lane freeway from SR 674/Gender Road to Hill Road/Diley Road	\$3.1 - \$4 million
US 33 - Hill/Diley to Carroll	Convert 4-lane roadway to 4-lane freeway from Hill Road/Diley Road to Carroll interchange	\$8 - \$11.9 million
US 33 at Pickerington Road	New interchange	\$60.5 million

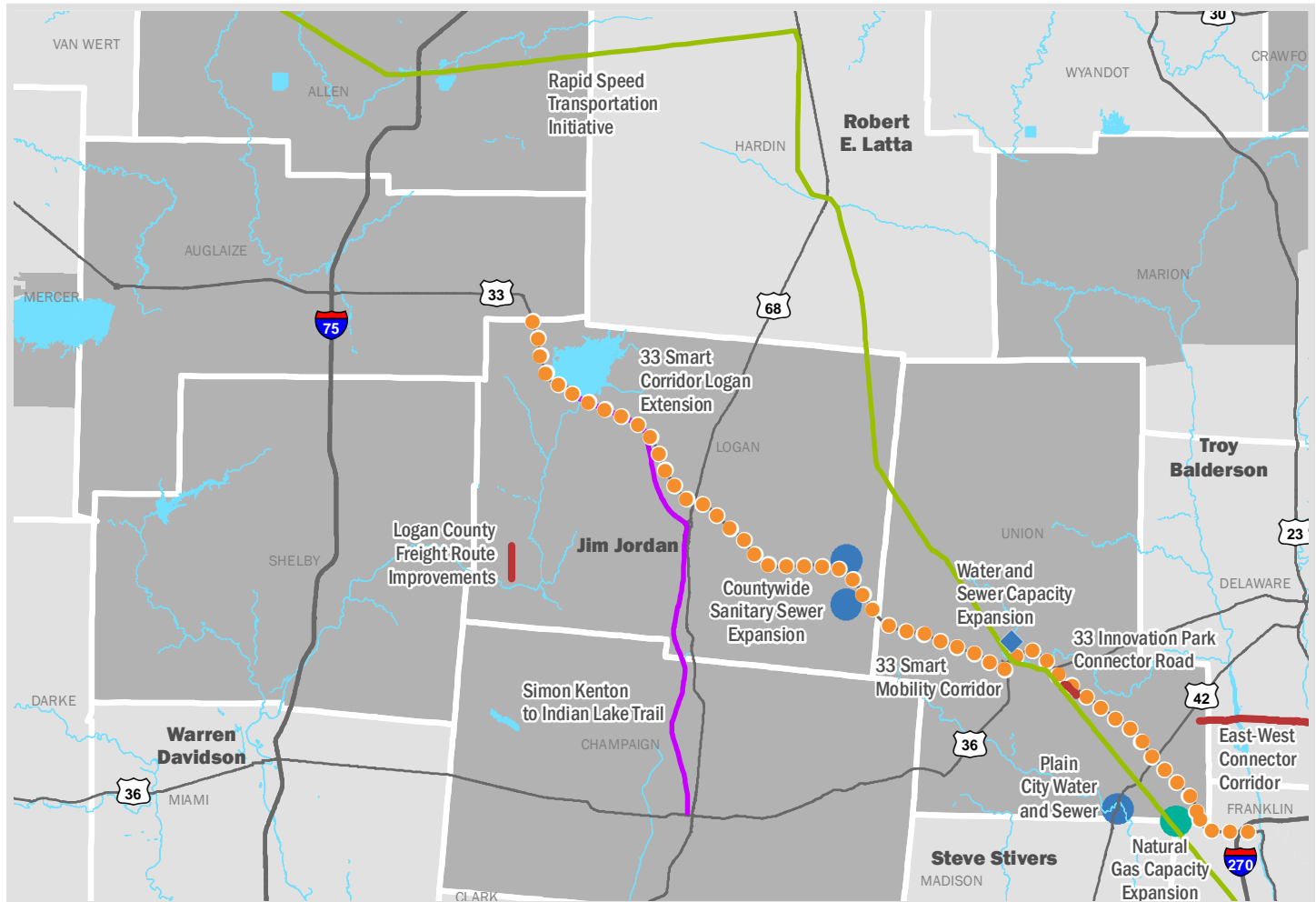
# CONGRESSIONAL DISTRICT 4

DISTRICT  
PROFILE

The projects below were identified through the Competitive Advantage Projects initiative as priority infrastructure investments to advance economic growth within Central Ohio. Within and adjacent to Ohio's 4th District, these projects were identified by Logan and Union Counties.

U.S. Congressman  
**Jim Jordan**

## Competitive Advantage Projects



**33 Innovation Park Connector Road**  
\$3.5 million

**33 Smart Mobility Corridor**  
\$139 - \$160.5 million

**33 Smart Corridor Logan Extension**  
\$14 - \$16 million

**Countywide Sanitary Sewer Expansion**  
\$32 million

**Logan County Freight Route Improvements**

\$6.4 million

**Natural Gas Capacity Expansion**  
\$100 million

**Plain City Water & Sewer**  
\$23 million

**Rapid Speed Transportation Initiative**  
\$2.5 million

**Simon Kenton to Indian Lake Trail**  
\$3.8 million

**Water & Sewer Capacity Expansion**  
\$102.5 million

# 33 INNOVATION PARK CONNECTOR ROAD

PROJECT  
PROFILE

The 33 Innovation Park Connector Road will construct a new interior access road through the approximate 200-acre 33 Innovation Park in southern Marysville. The business park is being developed by the City of Marysville with a vision to create a hub for advanced manufacturing, research and development (R&D), agribusiness, and logistics.

Prioritized by:  
**UNION COUNTY**

**Project Type:**  
Transportation - Highways & Roads

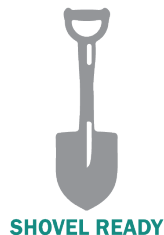
**Estimated Cost:**  
\$3.5 million

**Lead Agency:**  
City of Marysville

**Project Contact:**  
Jeremy Hoyt, PE, City Engineer/Deputy Service Director  
jhoyt@marysvilleohio.org | 937-645-7351

**Partner Agencies:**  
Union County-Marysville Economic Development Partnership

**Jobs Supported:**  
1,150 - 2,100 permanent jobs onsite



**Project Location**  
Industrial Parkway in Southern Marysville

## Project Benefits

- Creates competitive infrastructure by creating interior roadway access for development of the park, providing the ability to offer flexible lot arrangements
- Prepares shovel-ready sites with fiber optic and transportation infrastructure
- Capitalizes on the 33 Smart Corridor, encouraging interest from intelligent companies, R&D firms, and automotive institutions
- Keeps pace with the infrastructure needs of global and growing companies
- Aligns with existing planning documents, including the Union County/Marysville Economic Development Strategy



Concept for northern section of the 33 Innovation Park



# 33 SMART MOBILITY CORRIDOR

PROJECT  
PROFILE

The 33 Smart Mobility Corridor project combines transportation and economic development goals. Interchange improvements and widenings will add capacity to the highway and the installation of intelligent technologies will facilitate research and implementation of autonomous and connected vehicles (AV/CVs). A fiber loop on US 33 and local roads will also provide high-speed broadband to support business expansion.

## Project Type:

Telecom & Smart Tech/  
Transportation - Highways and Roads

## Estimated Cost:

\$139 - \$160.5 million (breakdown on reverse)

## Lead Agency:

Ohio Department of Transportation

## Partner Agencies:

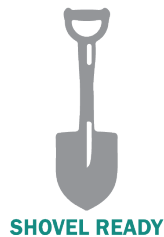
NW 33 Innovation Corridor Council of Governments,  
City of Dublin, City of Marysville, Union County

## Supporting Agencies:

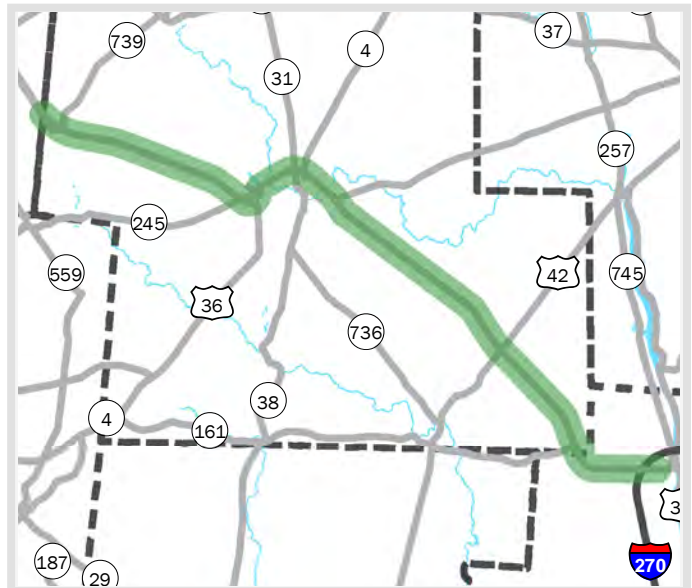
US Department of Transportation, City of Columbus,  
City of Worthington, Logan County, Franklin County,  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

500 created and 8,000 retained



Prioritized by:  
**UNION, FRANKLIN, &  
(LOGAN) COUNTIES**

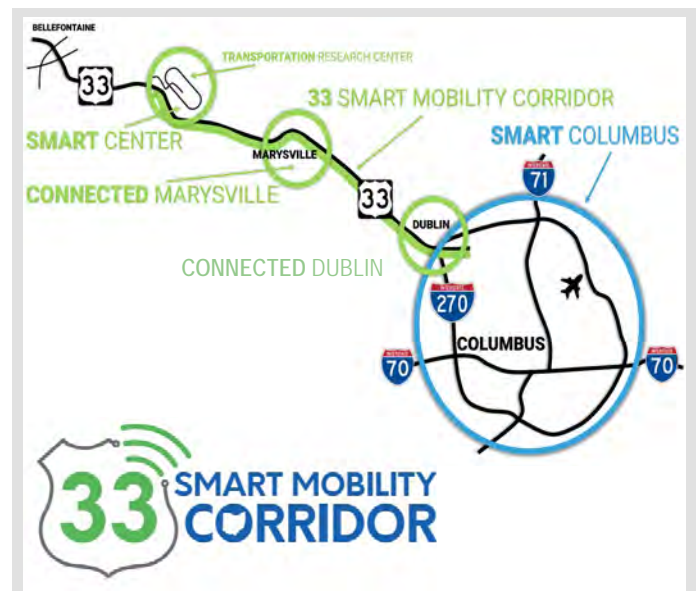


## Project Location

US 33 from Dublin to East Liberty, via Marysville

## Project Benefits

- Adds value to the transportation system through implementation of the state's Smart Mobility Initiative, providing a test bed for AV/CVs, dedicated short-range communications (DSRC), unmanned aerial systems (UAS)/drones, and other intelligent technologies
- Supports smart mobility research at the Transportation Research Center (TRC), the nation's largest independent vehicle test facility and proving grounds
- Keeps pace with the broadband connectivity needs of global and growing companies
- Supports growth and expansion of smart infrastructure companies in the Columbus Region
- Compliments Phase 1 investments exceeding \$8 million



# 33 SMART MOBILITY CORRIDOR

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
US 33 Smart Infrastructure	Install roadside units (RSUs), on-board units (OBUs), and other smart mobility infrastructure	\$5 - \$10 million
US 33/SR 161 Widening	Widen freeway from 4 to 6 lanes from Avery-Muirfield Drive to SR 161/Post Road	\$59.2 - \$75.7 million
US 33 at SR 161/Post Road	Interchange modification to reconfigure rural interchange into urban interchange, including addition of two loop ramps	\$43.3 million
US 33 at SR 4/SR 31	Interchange improvements and widening to SR 31 from Mill Road to Creekview Drive	\$6.5 million
US 33 at US 42	Interchange modification to address congestion and safety issues  <i>Interim "Ramp Clear" project to start in 2020 (estimated cost \$1.6 million)</i>	\$23 million
US 33 at West 5th Street	Interchange modifications to address safety issues and open up land for economic development	\$2 million
<b>SUPPORTING PROJECTS</b>		
US 42 and Industrial Parkway	Improvements to address congestion and safety	\$4.1 million
Industrial Parkway Connector	Construct roadway west of Industrial Drive in Southwest Marysville to remove industrial traffic from Weaver Road	\$10 - \$15 million
SR 161 Widening	Widen from 2 to 3 or 5 lanes, with potential grade separation, from Sawmill Road to SR 315	\$22 - \$36 million
Avery Road Widening	Widen roadway from 2 to 4 lanes with complete streets facilities from Rings Road to Woerner-Temple Road	\$7.4 - \$8.6 million
Cosgray Road Extension	New roadway 2 lanes in each direction with complete street facilities from Scioto & Darby Creek Road south to Alton & Darby Creek Road	\$13.3 million
Tuttle Crossing Extension - Phase 1	New roadway 2 lanes in each direction with complete street facilities from Wilcox Road to Avery Road	\$25 million
Tuttle Crossing Extension - Later Phases	New roadway 2 lanes in each direction with complete street facilities from Avery Road to Houchard Road	\$37.1 million

# 33 SMART CORRIDOR LOGAN EXTENSION

PROJECT  
PROFILE

The Logan County 33 Smart Corridor project builds on the ongoing 33 Smart Mobility Corridor project from Dublin to Transportation Research Center (TRC). Interchange and intersection improvements will add capacity to the highway and high-speed data, fiber optic lines will be extended from the TRC at East Liberty towards Interstate 75, extending testing for autonomous and connected vehicles (AV/CVs).

## Project Type:

Telecom & Smart Tech/Transportation - Highways and Roads

## Estimated Cost:

\$14 - \$16 million (breakdown on reverse)

## Lead Agency:

Logan County Chamber of Commerce

## Project Contact:

Ben Vollrath, President  
president@logancountyohio.com | 937-651-3030

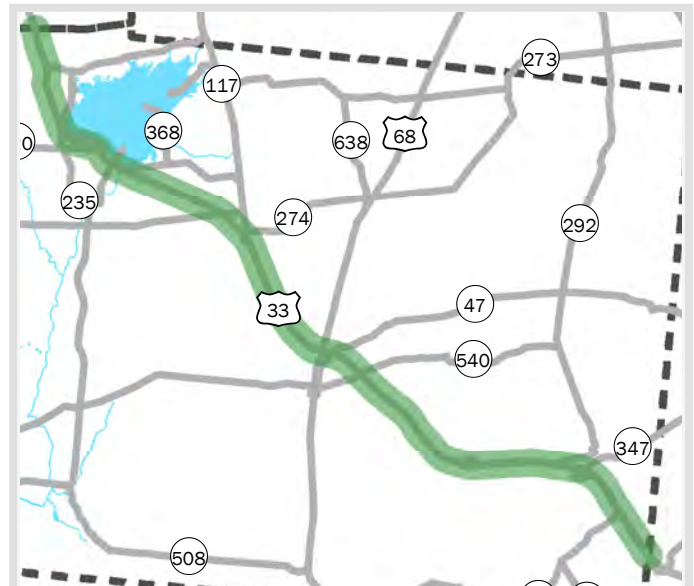
## Partner Agencies:

Ohio Department of Transportation, Logan County Commissioners, LUC Regional Planning Commission, Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

Smart technologies employment

Prioritized by:  
**LOGAN & UNION  
COUNTIES**



## Project Location

US 33 corridor within Logan County

## Project Benefits

- Maintains competitive infrastructure by bringing fiber connectivity to Logan County and by relieving traffic congestion and improving safety on the US 33 corridor
- Adds value to the transportation system by extending the US 33 Smart Corridor towards I-75
- Provides for autonomous and connected vehicles (AV/CV's) testing and research within a different terrain and weather context of the smart corridor
- Complements smart mobility initiatives underway in both the Columbus Region and the state
- Keeps pace with the broadband connectivity needs of global and growing companies



Autonomous truck demonstration test on the 33 Smart Mobility Corridor

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# 33 SMART CORRIDOR LOGAN EXTENSION

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
US 33 Smart Infrastructure	Install conduit and fiber optics along corridor to supplement privately-development systems, install roadside units (RSUs), on-board units (OBUs), and other smart mobility infrastructure	\$6.5 - \$7.5 million
US 33 at SR 540	Improvements on SR 540/Sandusky Avenue	\$1 - 2 million
US 33 at US 68	Interchange modification and intersection improvements at US 68 and Stockyard Road	\$2.5 million
US 33 at CR 57	Intersection improvements	\$2 million
US 33 at SR 274	Intersection Improvements	\$2 million

# COUNTYWIDE SANITARY SEWER EXPANSION

PROJECT  
PROFILE

The Countywide Sanitary Sewer Expansion project will extend sewer service to unserved parts of Logan County. This includes extending sanitary sewer service into developed areas of Eastern Logan County, including East Liberty and Middleburg. The project includes sanitary sewer mains, laterals, lift stations, and a treatment system with capacity for future expansion to accommodate additional development.

## Project Type:

Water & Sewer

## Estimated Cost:

\$32 million

## Lead Agency:

Logan County Water Pollution Control District

## Project Contact:

Brian Schultz, Director

bschultz@logancowpc.com | 937-843-3328

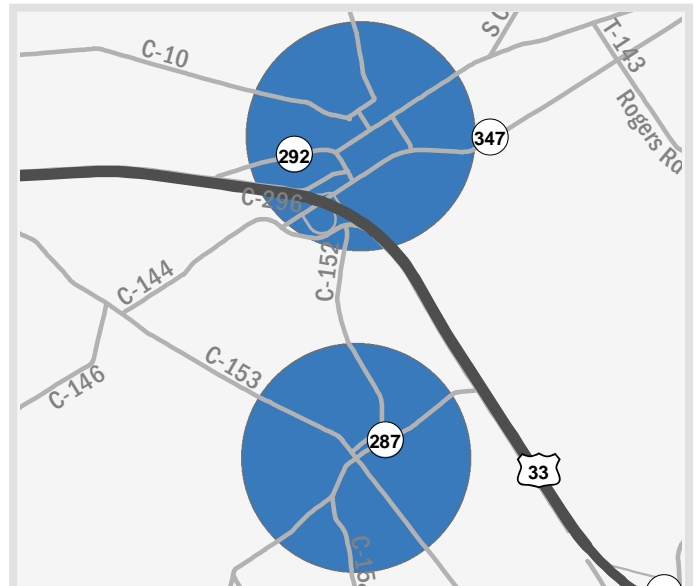
## Partner Agencies:

Logan County Commissioners, LUC Regional Planning Commission

## Jobs Supported:

TBD

Prioritized by:  
**LOGAN COUNTY**

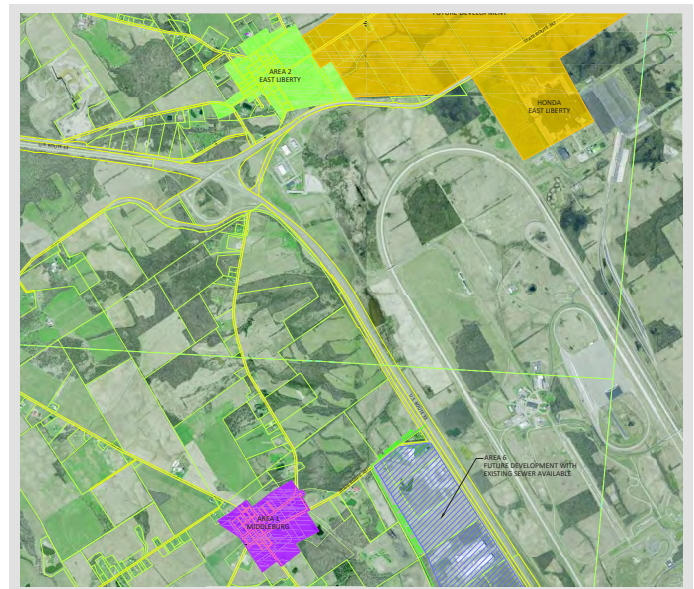


## Project Location

Eastern Logan County, including East Liberty and Middleburg; other countywide locations are also targeted

## Project Benefits

- Maintains competitive infrastructure by extending sewer service to unsewered areas and providing for additional development capacity
- Adds value to the county sanitary sewer system by providing additional treatment capacity in the Flat Branch Tributary area
- Improves water quality by replacing septic systems that could allow contamination to enter groundwater or surface water
- Supports additional development in and around the Transportation Research Center (TRC), the nation's largest independent vehicle test facility and proving grounds



Potential sewer service areas, showing East Liberty and Middleburg in green and purple, respectively

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# Logan County Freight Route Improvements

PROJECT  
PROFILE

The Logan County Freight Route Improvements project will resurface and widen five rural county roads to accommodate truck traffic. The first priority is the truck route on CR 35 between SR 47 and SR 235. The other projects are identified within the LUC Regional Transportation Plan and include TR 179/TR 185, TR 30, TR 136, and CR 200.

Prioritized by:  
**LOGAN COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$0.8 million / \$6.4 million for five routes

## Lead Agency:

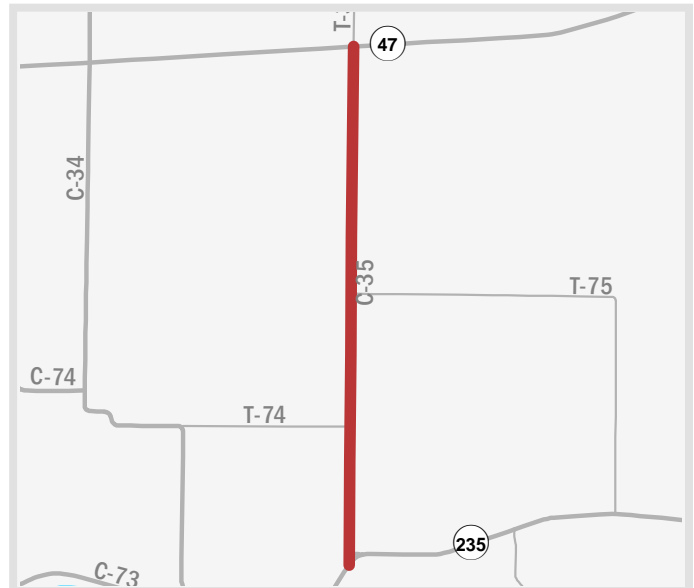
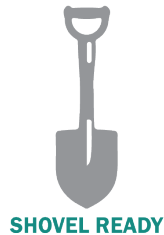
Logan County Engineer's Office

## Project Contact:

Scott Coleman, PE, PS, Logan County Engineer  
scoleman@lceo.us | 937-592-2791

## Partner Agencies:

LUC Regional Planning Commission



## Project Location

CR 36 from SR 47 to SR 235

## Project Benefits

- Maintains competitive infrastructure by improving rural roadways for residential and business use
- Adds value to the transportation system by improving corridors for commercial truck traffic, promoting continued economic development in the region
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors
- Aligns with existing planning documents, including the LUC Regional Transportation Plan



2013 aerial view of project location



# NATURAL GAS CAPACITY EXPANSION

PROJECT  
PROFILE

The Natural Gas Capacity Expansion project will address natural gas capacity issues facing portions of Franklin, Madison, Pickaway, and Union Counties. The project will construct a natural gas line from the Rockies Express (REX) Pipeline in Pickaway County north into the four-county area to support business expansion and attraction.

Prioritized by:  
**UNION, MADISON, &  
FRANKLIN COUNTIES**

**Project Type:**  
Energy Systems

**Estimated Cost:**  
\$100 million

**Lead Agencies:**  
Union County-Marysville Economic Development Partnership.  
Madison County Chamber of Commerce, Franklin County  
Department of Economic Development and Planning

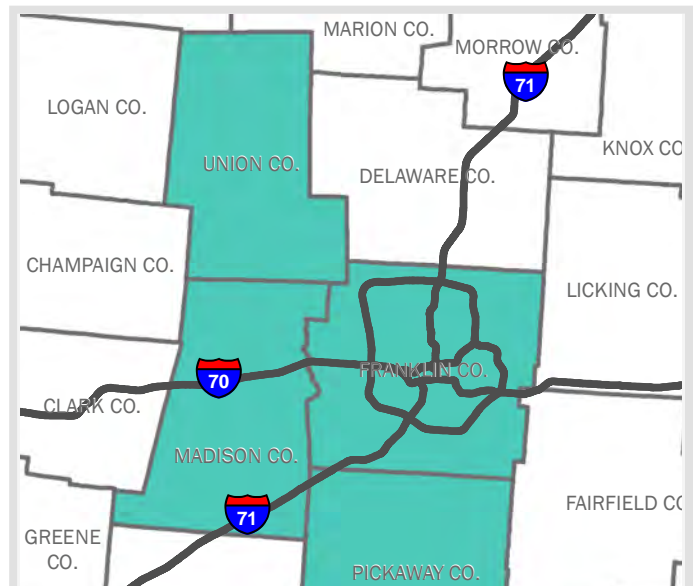
**Project Contacts:**  
Eric Phillips (Union Co.) - 937-642-6279  
David Kell (Madison Co.) - 740-490-7547  
Jim Schimmer (Franklin Co.) - 614-525-7301

**Partner Agencies:**  
Pickaway County, Columbia Gas of Ohio

**Jobs Supported:**  
10,000+ created and 28,000 retained

## Project Benefits

- Maintains competitive infrastructure by extending natural gas lines into underserved areas
- Serves existing and future commercial and industrial employers
- Provides for creation of shovel-ready sites with utility and transportation infrastructure
- Supports Honda of America Manufacturing and its supplier network of more than 50 companies, including firms like Stanley Electric and Jefferson Industries
- Aligns with existing planning documents, including a 2016 study of natural gas capacity by Union County partners



## Project Location

Portions of Franklin, Madison, Pickaway, and Union Counties (specific pipeline routes and service areas not yet determined)



Rockies Express (REX) Pipeline corridor through Ohio  
(source: Tallgrass Energy)

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# PLAIN CITY WATER & SEWER

PROJECT  
PROFILE

The Plain City Water & Sewer project will construct new water and sewer utility services along SR 161 between Plain City and the Franklin/Madison County line. The water and sanitary sewer mains will accommodate significant development along the corridor.

Prioritized by:  
**MADISON COUNTY**

**Project Type:**  
Water & Sewer

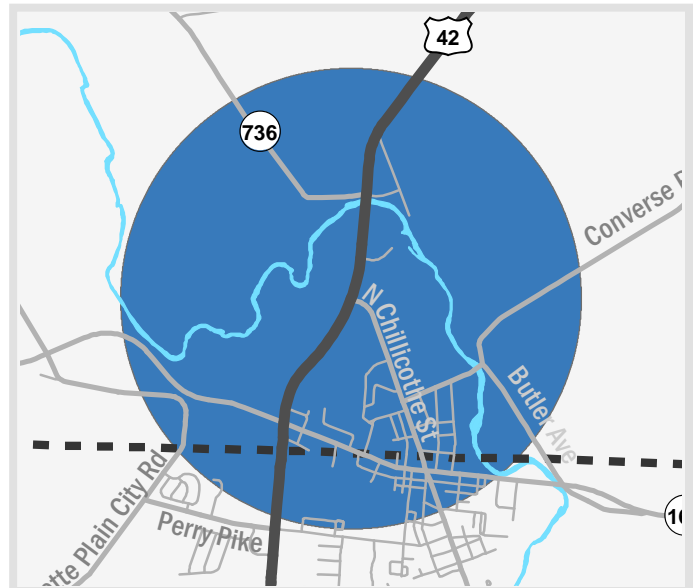
**Estimated Cost:**  
\$23 million

**Lead Agency:**  
Village of Plain City

**Project Contact:**  
Jeff Coleman, Village Engineer  
jcoleman@plain-city.com | 614-873-3527

**Partner Agencies:**  
Madison County

**Jobs Supported:**  
Commercal and industrial jobs within areas  
of new development



**Project Location**  
Village of Plain City

## Project Benefits

- Supports an estimated 2,700 acres with capacity for up to 4 million square feet of commercial or industrial development and 3,200-4,200 new residential units
- Maintains competitive infrastructure extending water and sewer systems to support growth and development
- Provides for continued economic growth for the Village of Plain City
- Improves water quality by potentially eliminating septic systems that could allow contamination to enter groundwater or surface water
- Keeps pace with the infrastructure needs of employers and residents



Concept for growth along the SR 161 corridor

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# SIMON KENTON TO INDIAN LAKE TRAIL

PROJECT  
PROFILE

The Simon Kenton to Indian Lake Trail improves and extends the existing trail system connecting to Logan County. Between Bellefontaine and Urbana, the existing 14-mile crushed stone trail will be paved. From Bellefontaine, a new trail extension will be constructed using the US 33 and/or former Mad River and Lake Erie Railroad corridors.

Prioritized by:  
**LOGAN COUNTY**

## Project Type:

Transportation - Active Transportation

## Estimated Cost:

\$3.8 million

## Lead Agency:

Logan County Chamber of Commerce

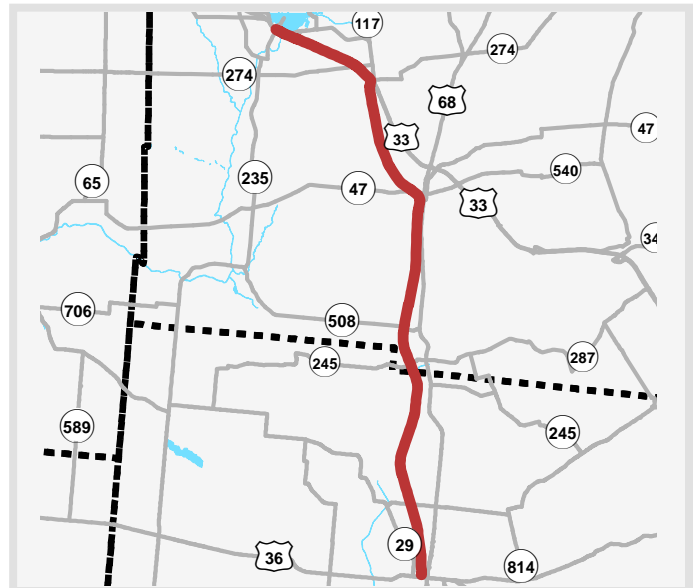
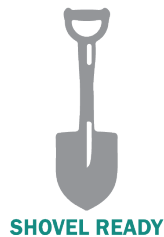
## Project Contact:

Ben Vollrath, President

president@logancountyohio.com | 937-651-3030

## Partner Agencies:

Champaign County Engineer's Office, Logan County  
Engineer's Office, LUC Regional Planning Commission



## Project Location

Urbana to Indian Lake, via Bellefontaine

## Project Benefits

- Maintains competitive infrastructure and promotes active transportation by improving and extending the county trail system
- Adds value to the transportation system by improving access to Indian Lake State Park, an important regional and statewide quality of life amenity
- Promotes recreational tourism through improved connectivity to the 340-mile Miami Valley trail system via the Little Miami Scenic Trail



Paved portion of the Simon Kenton Trail south of Urbana  
(source: miamivalleytrails.org)

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# WATER & SEWER CAPACITY EXPANSION

PROJECT  
PROFILE

The Water & Sewer Capacity Expansion projects will construct a new water plant for the City of Marysville to increase water capacity for future development needs, as well as extend water and sewer service to unserved areas, including Southern Union County and areas east of the US 33 interchanges at US 42 and Scottslawn Road.

Prioritized by:  
**UNION COUNTY**

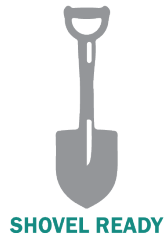
## Project Type:

Water & Sewer

## Estimated Cost:

**\$102.5 million**

(\$80 million for Marysville Water Plant)



## Lead Agency:

City of Marysville

## Project Contact:

Jeremy Hoyt, PE, City Engineer/Deputy Service Director

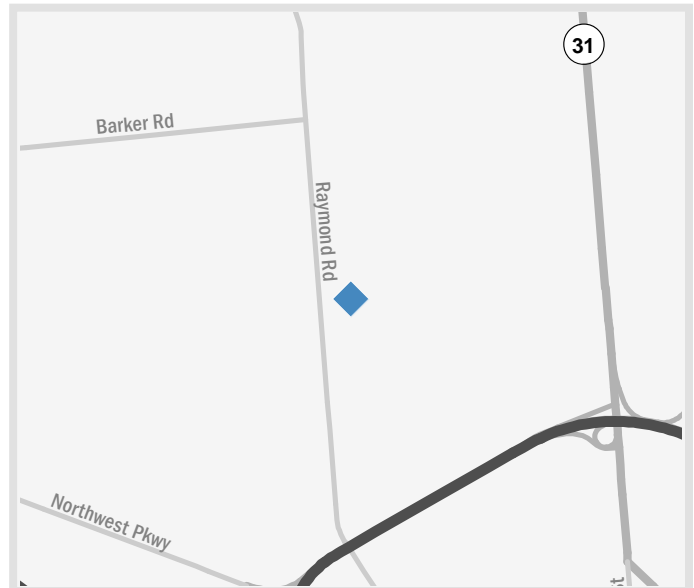
jhoyt@marysvilleohio.org | 937-645-7351

## Partner Agencies:

Union County Commissioners, Village of Plain City, Jerome Township, Millcreek Township

## Jobs Supported:

8,000 created



## Project Location

Marysville Water Plant: Raymond Road northwest of corporation limits

## Project Benefits

- Maintains competitive infrastructure by upgrading and extending water and sewer systems to support growth and development
- Adds value to the city's water system by providing additional water production capacity
- Provides for continued economic growth in the City of Marysville, the Village of Plain City, and within the 33 Smart Corridor
- Improves water quality by potentially eliminating septic systems that could allow contamination to enter groundwater or surface water
- Keeps pace with the infrastructure needs of employers and residents



Rendering of the proposed City of Marysville Water Treatment Plant

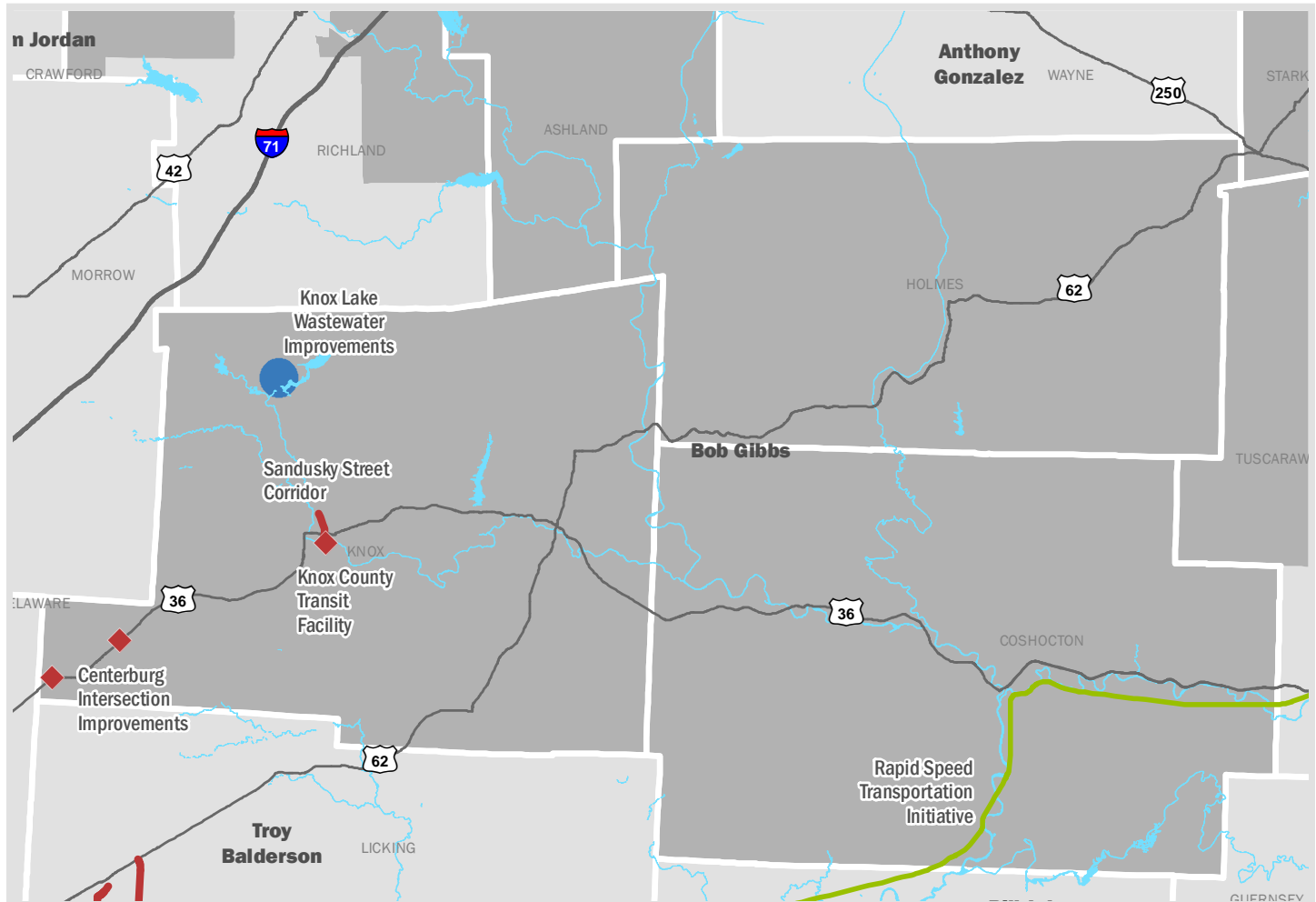
# CONGRESSIONAL DISTRICT 7

DISTRICT  
PROFILE

The projects below were identified through the Competitive Advantage Projects initiative as priority infrastructure investments to advance economic growth within Central Ohio. Within and adjacent to Ohio's 7th District, these projects were identified by Knox County.

U.S. Congressman  
**Bob Gibbs**

## Competitive Advantage Projects



### Centerburg Intersections

\$2 million

### Knox County Transit Facility

\$5.2 - \$6 million

### Knox Lake Wastewater Improvements

\$7.5+ million

### Rapid Speed Transportation Initiative

\$2.5 million

### Sandusky Street Corridor

\$8.5 - \$10.5 million

# CENTERBURG INTERSECTION IMPROVEMENTS

PROJECT  
PROFILE

The Centerburg Intersection Improvements project will address the intersections of US 36/SR 3 with Oliver Road and Updike Pike near the Village of Centerburg in Hilliar Township. Both roadways do not intersect the state route at a right angle. Additionally, Updike Road is an offset intersection with SR 657. These conditions create safety issues that will be addressed with the improvements.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$2 million

## Lead Agency:

Ohio Department of Transportation

## Project Contact:

Ty Thompson, ODOT District 5

ty.thompson@dot.ohio.gov | 740-323-5194

## Partner Agencies:

Hilliar Township, Village of Centerburg

Prioritized by:  
**KNOX COUNTY**



## Project Location

US 36/SR 3 at Oliver Road and Updike Road

## Project Benefits

- Maintains competitive infrastructure by improving a major highway corridor that links Knox County to the interstate system and Columbus
- Adds value to the transportation system by addressing safety issues resulting from the geometry of the intersections
- Aligns with existing planning documents, including the 2018 Knox County Comprehensive Plan Update and CORPO Transportation Plan



Village of Centerburg

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# KNOX COUNTY TRANSIT FACILITY

PROJECT  
PROFILE

The Knox County Transit Facility will replace the undersized transit facilities of Knox Area Transit (KAT). The new facility will provide a combined facility for transit operations, administration, training, vehicle maintenance, and vehicle storage. The facility will also provide passenger areas, shuttle transfer station, regional transit station, and mobility management resources.

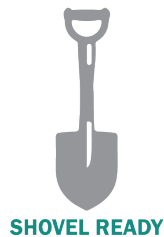
**Project Type:**  
Transportation - Transit

**Estimated Cost:**  
\$5.2 - \$6 million

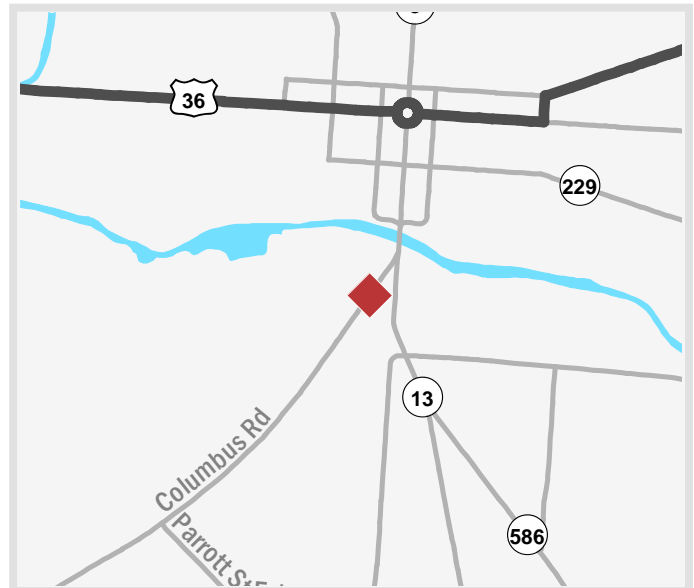
**Lead Agency:**  
Knox Area Transit (KAT)

**Project Contact:**  
Martin McAvoy, Program Administrator  
martinmcavoy@co.knox.oh.us | 740-392-7433

**Partner Agencies:**  
Knox County, City of Mt. Vernon



Prioritized by:  
**KNOX COUNTY**



## Project Location

Future location to be determined; the current facility is on Columbus Road southeast of Downtown Mount Vernon

## Project Benefits

- Maintains competitive infrastructure by increasing access to transit services for residents to reach services and employment
- Improves ADA accessibility of the county transit system by providing accessible transfer facilities
- Supports growth of the county transit system, increasing service and ridership to meet the growing needs of the community and workforce
- Provides training facility to improve driver skills, abilities, and knowledge
- Improves vehicle maintenance and storage facilities, increasing the lifecycle of fleet vehicles



# KNOX LAKE WASTEWATER IMPROVEMENTS

PROJECT  
PROFILE

The Knox Lake Wastewater Improvements project will establish sanitary sewer service in the unincorporated neighborhoods surrounding Knox Lake. Collector lines will be installed along Fredericktown-Amity Road and SR 95 to tie into the existing sewer system in the Village of Fredericktown.

Prioritized by:  
**KNOX COUNTY**

## Project Type:

Water & Sewer

## Estimated Cost:

\$7.5+ million

## Lead Agency:

Knox County Commissioners

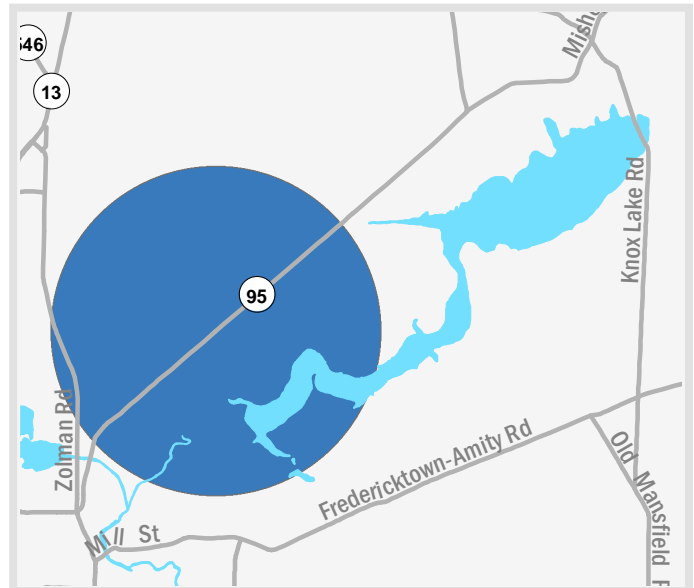
## Project Contact:

Commissioner Teresa Bemiller

teresabemiller@co.knox.oh.us | 740-393-6702

## Partner Agencies:

Mid-Ohio Regional Planning Commission (MORPC)



## Project Location

Developed neighborhoods surrounding Knox Lake, generally between SR 95 and Fredericktown-Amity Road

## Project Benefits

- Maintains competitive infrastructure by providing sanitary sewer to already-developed areas, as well as providing for additional growth on the SR 95 corridor
- Protects the water quality of Knox Lake, a state-maintained recreational amenity for boating and fishing
- Maximizes existing infrastructure by utilizing the existing Fredericktown sewage treatment plant, which already has the capacity to service the Knox Lake area
- Addresses infrastructure vulnerabilities by providing a solution to aging and potentially inadequate private septic systems



Current aerial view of Knox Lake area

# SANDUSKY STREET CORRIDOR

PROJECT  
PROFILE

The Sandusky Street Corridor project includes multiple phased projects to improve and simplify state highway routes (SR 13 and SR 229) and truck routes passing through Mount Vernon. The improvements will create a better corridor for large trucks and through traffic, while reducing heavy truck traffic in the core of downtown. The project is also anticipated to improve both roadway and pedestrian safety.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$8.5 - \$10.5 million

## Lead Agency:

City of Mount Vernon

## Project Contact:

Brian Ball, PE, City Engineer

engineer@mountvernonohio.org | 740-393-9528

## Partner Agencies:

Ohio Department of Transportation

Prioritized by:  
**KNOX COUNTY**

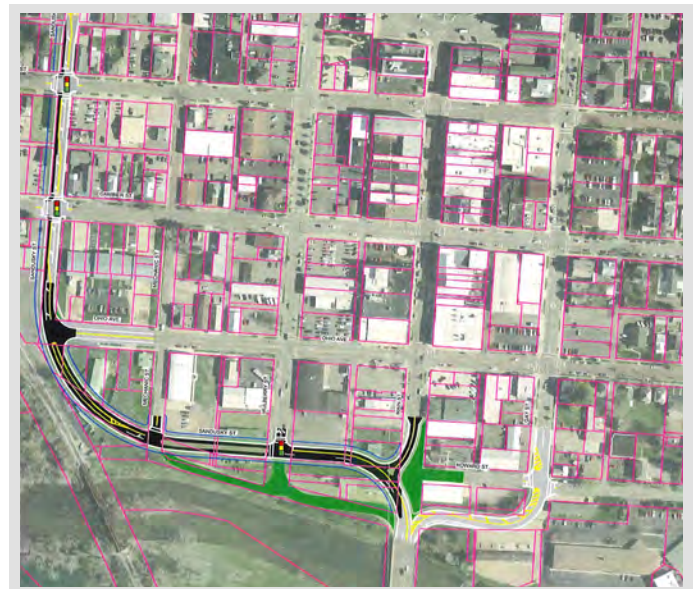


## Project Location

Sandusky Street from Main Street to James Street

## Project Benefits

- Maintains competitive infrastructure by improving access management, replacing sidewalks, modernizing traffic signals, and adding turn lanes
- Adds value to the transportation system by simplifying freight routing, reducing steep grades and traffic signals for commercial truck traffic
- Leverages more than \$1 million already invested in the corridor in recent years
- Aligns with existing planning documents, including the 2012 Knox County Comprehensive Plan Update and CORPO Transportation Plan



Potential concept for connecting Sandusky Street to Main Street on the south end of the corridor



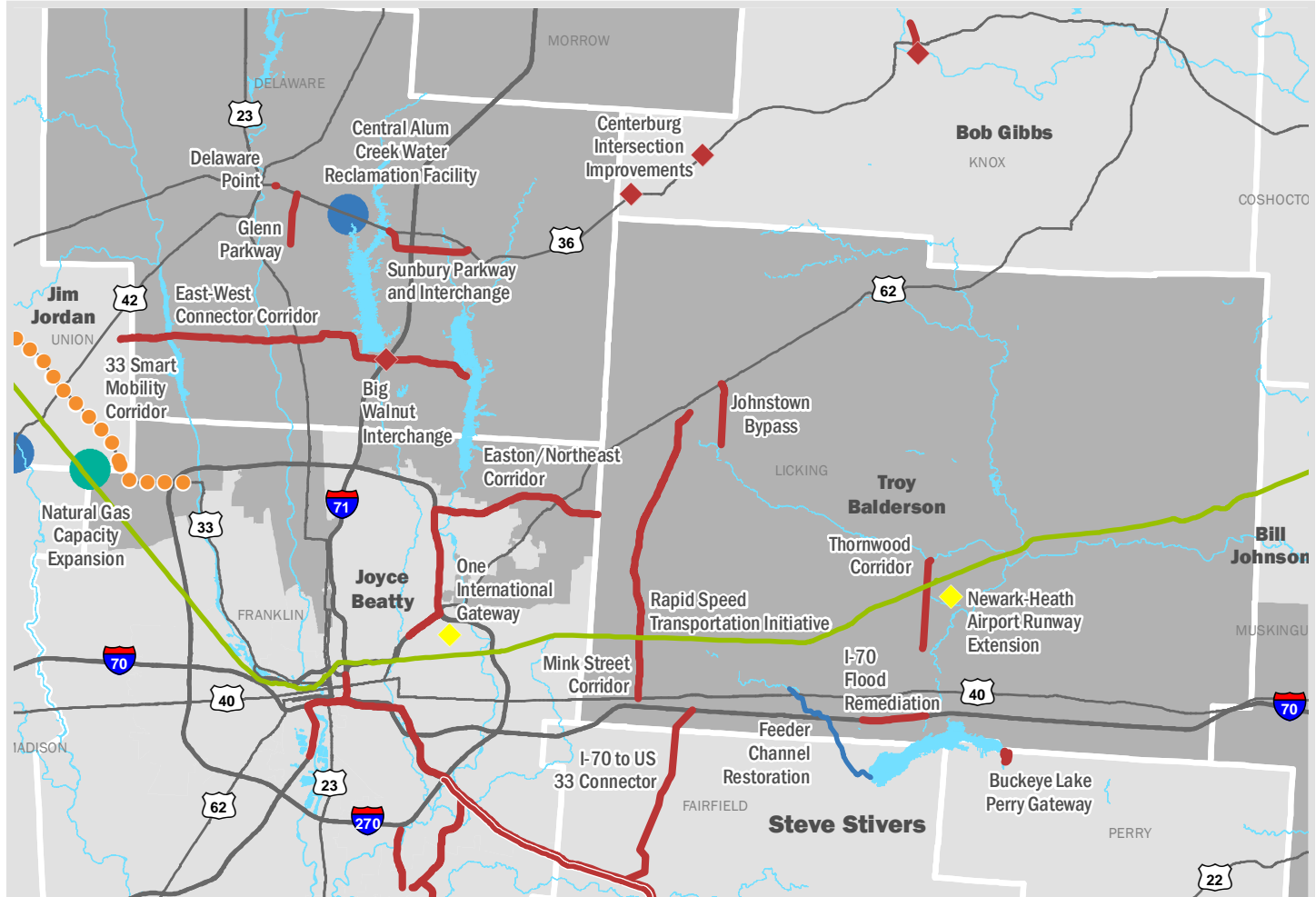
# CONGRESSIONAL DISTRICT 12

DISTRICT  
PROFILE

The projects below were identified through the Competitive Advantage Projects initiative as priority infrastructure investments to advance economic growth within Central Ohio. Within and adjacent to Ohio's 12th District, these projects were identified by Delaware, Fairfield, Franklin, Perry, and Licking Counties.

U.S. Congress  
**Troy Balderson**

## Competitive Advantage Projects



### 33 Smart Mobility Corridor

\$139 - \$160.5 million

### Big Walnut Interchange

\$67 million

### Buckeye Lake Perry Gateway

\$52.1 million

### Central Alum Creek Water Reclamation

\$35 million

### Columbus Crossroads/Innerbelt

\$971.5 - \$1,161.5 million

### Delaware Point

\$25 million

### Easton/Northeast Corridor

\$156.3 - \$187.6 million

### East-West Connector Corridor

\$40 million

### Feeder Channel Restoration

TBD

### Glenn Parkway

\$30 million

### I-70 Flood Remediation

TBD

### I-70 to US 33 Connector

\$109 - \$140 million

### Johnstown Bypass

>\$5 million

### Mink Street Corridor

>\$10 million

### Newark-Heath Airport Runway Extension

\$14.8 - \$21.6 million

### Rapid Speed Transportation Initiative

\$2.5 million

### Sunbury Parkway and Interchange

\$110 - \$140 million

### Thornwood Corridor

>\$10 million

# 33 SMART MOBILITY CORRIDOR

PROJECT  
PROFILE

The 33 Smart Mobility Corridor project combines transportation and economic development goals. Interchange improvements and widenings will add capacity to the highway and the installation of intelligent technologies will facilitate research and implementation of autonomous and connected vehicles (AV/CVs). A fiber loop on US 33 and local roads will also provide high-speed broadband to support business expansion.

## Project Type:

Telecom & Smart Tech/  
Transportation - Highways and Roads

## Estimated Cost:

\$139 - \$160.5 million (breakdown on reverse)

## Lead Agency:

Ohio Department of Transportation

## Partner Agencies:

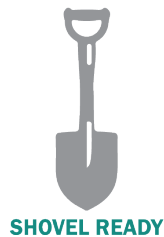
NW 33 Innovation Corridor Council of Governments,  
City of Dublin, City of Marysville, Union County

## Supporting Agencies:

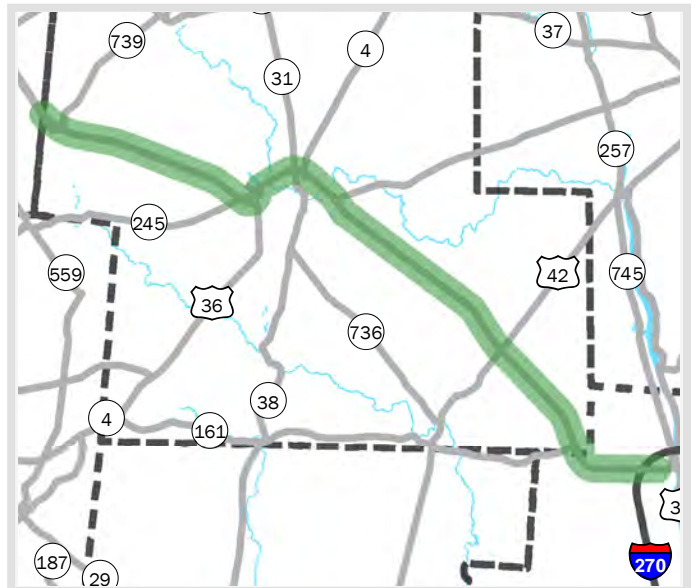
US Department of Transportation, City of Columbus,  
City of Worthington, Logan County, Franklin County,  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

500 created and 8,000 retained



Prioritized by:  
**UNION, FRANKLIN, &  
(LOGAN) COUNTIES**

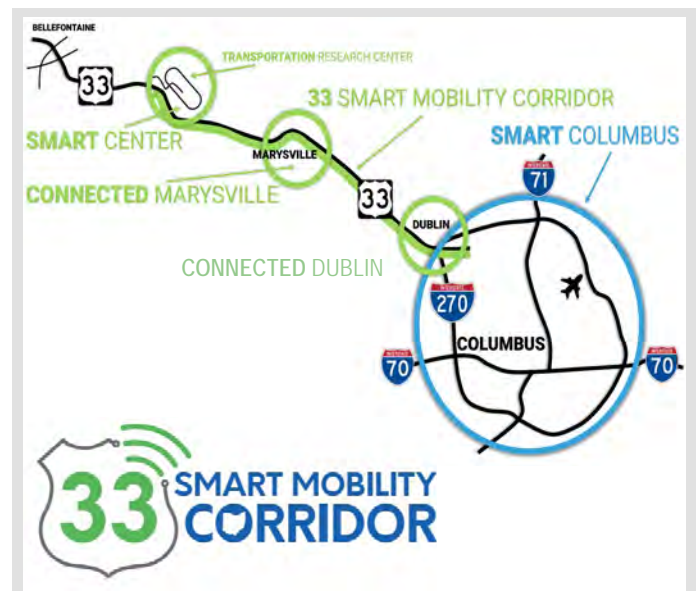


## Project Location

US 33 from Dublin to East Liberty, via Marysville

## Project Benefits

- Adds value to the transportation system through implementation of the state's Smart Mobility Initiative, providing a test bed for AV/CVs, dedicated short-range communications (DSRC), unmanned aerial systems (UAS)/drones, and other intelligent technologies
- Supports smart mobility research at the Transportation Research Center (TRC), the nation's largest independent vehicle test facility and proving grounds
- Keeps pace with the broadband connectivity needs of global and growing companies
- Supports growth and expansion of smart infrastructure companies in the Columbus Region
- Compliments Phase 1 investments exceeding \$8 million



# 33 SMART MOBILITY CORRIDOR

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
US 33 Smart Infrastructure	Install roadside units (RSUs), on-board units (OBUs), and other smart mobility infrastructure	\$5 - \$10 million
US 33/SR 161 Widening	Widen freeway from 4 to 6 lanes from Avery-Muirfield Drive to SR 161/Post Road	\$59.2 - \$75.7 million
US 33 at SR 161/Post Road	Interchange modification to reconfigure rural interchange into urban interchange, including addition of two loop ramps	\$43.3 million
US 33 at SR 4/SR 31	Interchange improvements and widening to SR 31 from Mill Road to Creekview Drive	\$6.5 million
US 33 at US 42	Interchange modification to address congestion and safety issues  <i>Interim "Ramp Clear" project to start in 2020 (estimated cost \$1.6 million)</i>	\$23 million
US 33 at West 5th Street	Interchange modifications to address safety issues and open up land for economic development	\$2 million
<b>SUPPORTING PROJECTS</b>		
US 42 and Industrial Parkway	Improvements to address congestion and safety	\$4.1 million
Industrial Parkway Connector	Construct roadway west of Industrial Drive in Southwest Marysville to remove industrial traffic from Weaver Road	\$10 - \$15 million
SR 161 Widening	Widen from 2 to 3 or 5 lanes, with potential grade separation, from Sawmill Road to SR 315	\$22 - \$36 million
Avery Road Widening	Widen roadway from 2 to 4 lanes with complete streets facilities from Rings Road to Woerner-Temple Road	\$7.4 - \$8.6 million
Cosgray Road Extension	New roadway 2 lanes in each direction with complete street facilities from Scioto & Darby Creek Road south to Alton & Darby Creek Road	\$13.3 million
Tuttle Crossing Extension - Phase 1	New roadway 2 lanes in each direction with complete street facilities from Wilcox Road to Avery Road	\$25 million
Tuttle Crossing Extension - Later Phases	New roadway 2 lanes in each direction with complete street facilities from Avery Road to Houchard Road	\$37.1 million



# BIG WALNUT INTERCHANGE

PROJECT  
PROFILE

The Big Walnut Interchange project will construct a new Interstate 71 interchange at Big Walnut Road (Township Road 109). The project also includes road improvements in an approximate half-mile vicinity and incorporates bike and pedestrian infrastructure as well as a potential park and ride facility to support fixed-route transit into Columbus and/or Westerville.

**Project Type:**  
Highways & Roads

**Estimated Cost:**  
\$67 million

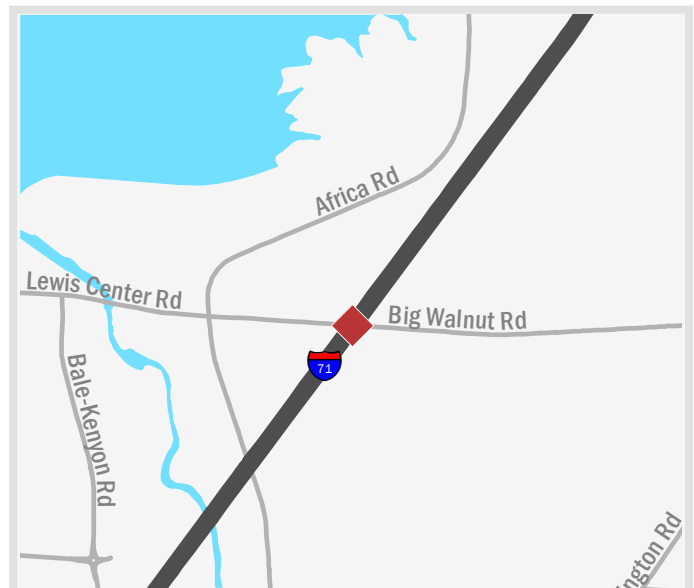
**Lead Agency:**  
Delaware County Engineer's Office

**Project Contact:**  
Robert Riley, PE, PS, Chief Deputy Engineer  
rriley@co.delaware.oh.us | 740-833-2400

**Partner Agencies:**  
Ohio Department of Transportation,  
Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**  
1320 created and retained

Prioritized by:  
**DELAWARE COUNTY**



**Project Location**  
Interstate 71 and Big Walnut Road

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion at I-71 and Polaris/Gemini, a major office and commercial employment center
- Adds value to the transportation system by improving access to Alum Creek State Park, an important regional and statewide quality of life amenity
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors
- Promotes active transportation by connecting neighborhoods within the project area through the construction of shared use paths
- Potentially supports transit through the construction of a park and ride facility at the project location



2016 aerial view of project location

# BUCKEYE LAKE PERRY GATEWAY

PROJECT  
PROFILE

The Buckeye Lake Perry Gateway project will enhance the infrastructure on the Perry County corner of Buckeye Lake to increase public access and create economic growth opportunities. A five-acre park with boat docks and a public promenade, catalyzed with an Ohio Capital Budget allocation, will anchor the redevelopment of Thornport and spur additional development along the SR 13 corridor adjacent to the lake.

## Project Type:

Transportation / Water & Sewer

## Estimated Cost:

\$52.1 million

## Lead Agency:

Thorn Township

## Project Contact:

Bob Coleman, Thorn Township Trustee  
thorntwpzoninginspector@gmail.com | 740-249-7568

## Partner Agencies:

Village of Thornville, Perry County Engineer's Office, Perry County Commissioners, Ohio Department of Transportation, Ohio Department of Natural Resources

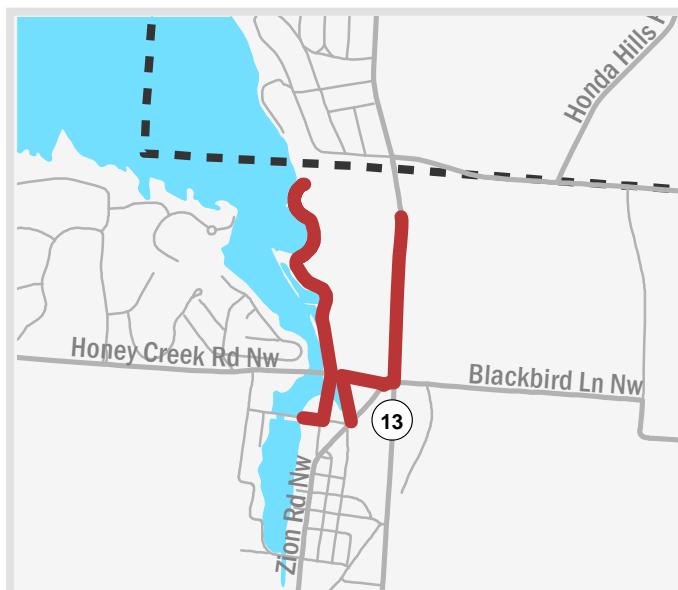
## Jobs Supported:

TBD

## Project Benefits

- Maintains competitive infrastructure by improving the safety and connectivity of the roadway network and addressing stormwater needs
- Improves public access to Buckeye Lake, a major regional and statewide recreational amenity
- Leverages previous investments by the state and establishes the necessary infrastructure to encourage private investment in new development
- Builds on regional efforts to revitalize the Buckeye Lake Region, including the work of Buckeye Lake 2030
- Promotes active transportation by constructing a public promenade across the waterfront and construction of sidewalks along new and reconstructed streets

Prioritized by:  
**PERRY COUNTY**



## Project Location

Southeastern corner of Buckeye Lake, showing a promenade along the lakeshore and improvements to the SR 13 corridor



Honeycreek Road crossing the cove of Buckeye Lake near Thornport

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15-Stivers

SENATE

Brown

Portman

# CENTRAL ALUM CREEK WATER RECLAMATION

PROJECT  
PROFILE

The Central Alum Creek Water Reclamation Facility project will construct a new sanitary sewer plant to provide sewer service to portions of Berlin and Berkshire Townships surrounding Alum Creek. The plant will have an initial capacity of 800,000 gallons per day and will be expandable to treat 2.4 million gallons per day.

Prioritized by:  
**DELAWARE COUNTY**

## Project Type:

Water & Sewer

## Estimated Cost:

\$35 million

## Lead Agency:

Delaware County Regional Sewer District

## Project Contact:

Tiffany Maag, Director

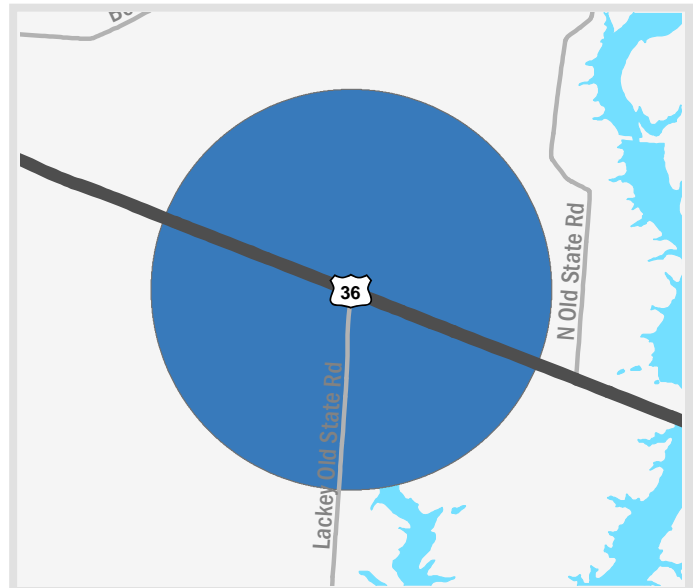
tmaag@co.delaware.oh.us | 740-833-2240

## Partner Agencies:

Delaware County Commissioners,  
Delaware County Engineer's Office

## Jobs Supported:

TBD



## Project Location

US 36/SR 37 north of Alum Creek Lake

## Project Benefits

- Maintains competitive infrastructure by providing sewer service in an area where such a service is not currently available
- Protects natural resources by reducing the number of on-site treatment and septic tanks in the area
- Improves water quality of Alum Creek by improving the quality of effluent discharge
- Provides for continued growth in the US 36/SR 37 corridor between the City of Delaware and I-71
- Aligns with existing planning documents, including the Delaware County Regional Sewer District Master Plan



Current aerial view of project location



# COLUMBUS CROSSROADS (INNERBELT)

PROJECT  
PROFILE

The Columbus Crossroads/Innerbelt Corridor projects will complete a comprehensive reconstruction of the Interstate 70/71 Innerbelt through Downtown Columbus. The larger corridor also includes Interstate 71 between Frank Road/SR 104 and SR 315, including widening and interchange reconstruction. More than \$400 million has already been invested in initial phases that are complete or under construction.

Prioritized by:  
**FRANKLIN COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$971.5 - \$1,161.5 million (breakdown on reverse)

## Lead Agency:

Ohio Department of Transportation

## Partner Agencies:

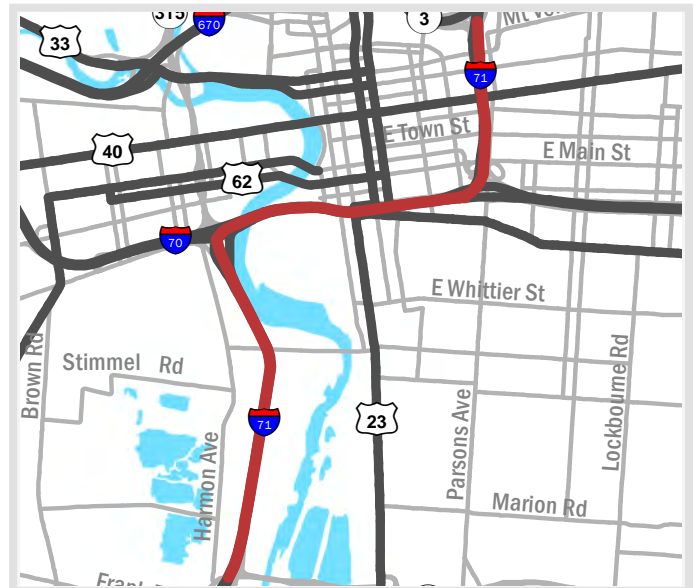
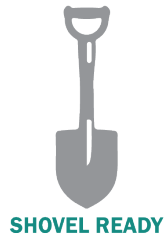
City of Columbus

## Supporting Agencies:

Mid-Ohio Regional Planning Commission (MORPC),  
Franklin County Engineer's Office

## Jobs Supported:

More than 100,000 jobs in the downtown area



## Project Location

Interstates 70 and 71 in Downtown Columbus

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion and adding capacity at the junction of two significant interstate routes
- Promotes active transportation by better connecting neighborhoods through bridge design enhancements, such as wider sidewalks, greenery, and lighting
- Increases safety by making improvements at three of the state's top 10 crash locations
- Adds value to the transportation system through construction of an additional lane in each direction, meaning two continuous lanes for both I-70 East and West and I-71 North and South
- Improves access to Downtown Columbus with redesigned ramp systems










Rendering of the completed South Innerbelt section



# COLUMBUS CROSSROADS (INNERBELT)

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
 <b>PHASE 3: I-71 (East Innerbelt)</b>	<b>Widen freeway from 6 to 8 lanes from I-70/I-71 (South Innerbelt) to I-670/Fort Hayes Interchange</b> <i>Phase 3B to start in 2020 (estimated \$42 million)</i>	<b>\$101.5 - \$131.9 million</b>
 <b>PHASE 2: East Interchange: I-70E/I-71 (East Innerbelt) and I-70/I-71 (South Innerbelt)</b>	<b>Interchange modification</b> <i>Phases 2G &amp; 2E are under construction</i>	<b>\$193.2 million</b>
 <b>PHASE 4: I-70/I-71 (South Innerbelt)</b>	<b>Widen freeway from 6 to 8 lanes from east interchange to west interchange</b> <i>Phase 4R to start in 2020 (estimated \$94 million)</i>	<b>\$212.8 - \$276.5 million</b>
 <b>PHASE 6: West Interchange: I-70/I-71 (South Innerbelt) and I-71S/SR 315</b>	<b>Interchange modification</b> <i>Phase 6R to start in 2021 (estimated \$107 million)</i>	<b>\$338.1 - \$432.8 million</b>
 <b>Livingston Avenue - Phases A&amp;B</b>	<b>Convert roadway from one-way to two-way</b>	<b>\$9.8 million</b>
 <b>SR 104/Jackson Pike Realignment</b>	<b>Relocate SR 104/Jackson Pike at Frank Road to the east to remove the existing conflict with the ramp from northbound I-71</b>	<b>\$3.7 million</b>
<b>SUPPORTING PROJECTS</b>		
 <b>CNG Fueling Facility</b>	<b>Upgrade and add CNG fueling facility to COTA's existing Fields Avenue Fixed Route Maintenance and Storage Facility</b>	<b>\$52 million</b>

# DELAWARE POINT

PROJECT  
PROFILE

The Delaware Point project will replace the Norfolk Southern railroad bridge over US 36/SR 37 to accommodate widening of the existing bottleneck from one to two lanes in each direction. The project also includes construction of additional turn lanes at the US 36 and SR 37 intersection and the US 36/SR 37 and SR 521 intersection.

Prioritized by:  
**DELAWARE COUNTY**

**Project Type:**  
Highways & Roads

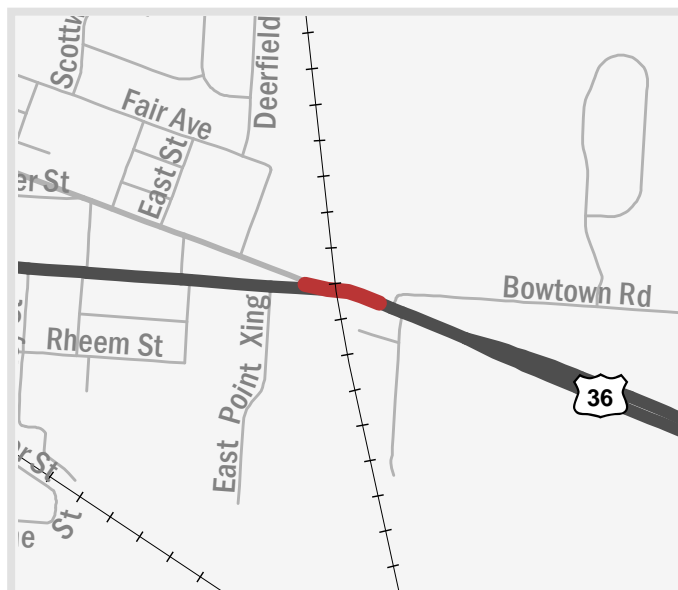
**Estimated Cost:**  
\$25 million

**Lead Agency:**  
City of Delaware

**Project Contact:**  
Matthew Weber, PE, Deputy City Engineer  
mweber@delawareohio.net | 740-203-1721

**Partner Agencies:**  
Ohio Department of Transportation,  
Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**  
Supports > 7,600 jobs projected by 2040



## Project Location

US 36/SR 37 at the Norfolk Southern railroad overpass

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion at a publically-identified traffic bottleneck
- Adds value to the transportation system by strengthening connectivity between US 23 and US 42 to I-71, part of the state's Strategic Transportation System
- Strenthens existing rail corridor between the Rickenbacker and Toledo facilities
- Aligns with existing planning documents, including the City of Delaware's 2001 Thoroughfare Plan
- Ready to proceed, with preliminary engineering complete and environmental studies underway



Numerous state and federal routes converge near the project location

# EASTON/NORTHEAST CORRIDOR

PROJECT  
PROFILE

The Easton/Northeast Corridor projects will upgrade major freeway and arterials through Northeast Franklin County, supporting the office and industrial development along the SR 161 corridor and the Easton Town Center area. Improvements include capacity expansion and interchange modifications on highway corridors, as well as supporting upgrades to the local roadway and trail systems.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$156.3 - \$187.6 million

## Lead Agency:

Ohio Department of Transportation

## Partner Agencies:

City of Columbus, City of Gahanna, City of New Albany

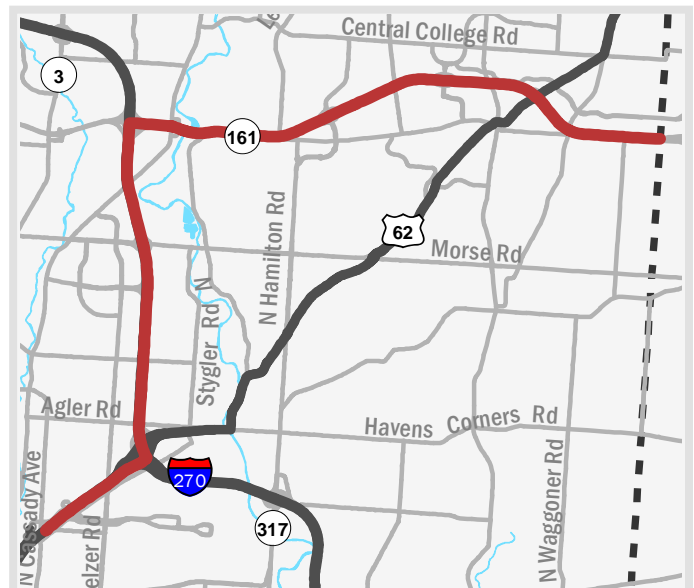
## Supporting Agencies:

Columbus Regional Airport Authority,  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

TBD

Prioritized by:  
**FRANKLIN COUNTY**



## Project Location

Interstate 670 from Cassady Avenue to Interstate 270, continuing north to SR 161, and continuing west to the Franklin/Licking County line

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion and adding capacity through an important growth corridor
- Adds value to the transportation system by increasing capacity of I-670, I-270, and SR 161 corridors
- Strengthens economic development opportunities in the employment clusters around Easton Town Center and SR 161 through Columbus and New Albany
- Supports further growth and expansion at John Glenn International Airport, the Columbus Region's primary passenger airport



John Glenn International Airport is an important economic asset to the region, supporting more than 33,400 jobs with an annual payroll of \$1.1 billion

# EASTON/NORTHEAST CORRIDOR

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
I-670 at I-270/US 62	Interchange modification	\$51.5 million
SR 161 Widening	Widen freeway from 4 to 6 lanes from Hamilton Road to Beech Road	\$104.8 - \$136.1 million
SUPPORTING PROJECTS		
Hamilton Road Widening	Widen roadway from 3 to 5 lanes with complete street facilities from Morse Road to Preserve Boulevard	\$28.2 million
US 62 at Stygler Road and Agler Road	Intersection improvements	\$12 million
Easton Square Place Extension	New roadway 1 lane in each direction with complete street facilities from Morse Crossing to Stelzer	\$3.3 - \$4.3 million
Big Walnut Trail Extension	Construct multi-use path from Galloway Reserve to Pizzurro Park in Gahanna	\$3.1 million
Havens Corners Road Improvements	Add turn lanes and complete street facilities from Hamilton Road to Taylor Station Road	\$14.5 - \$18.5 million
Broad Street Widening	Widen roadway from 4 to 6 lanes with complete street facilities from McNaughten Road to Taylor Road	\$77.8 - \$98.9 million



# EAST-WEST CONNECTOR CORRIDOR

PROJECT  
PROFILE

The East-West Connector Corridor follows Home, Lewis Center, and Big Walnut Roads from Union County through Southern Delaware County. The multi-phase project includes extending Home Road from US 23 through the Slate Ridge Development to connect with Lewis Center Road and widening Lewis Center Road from the CSX railroad to Africa Road. Shared use paths will be installed on the new and widened sections.

Prioritized by:  
**DELAWARE COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$40 million

## Lead Agency:

Delaware County Engineer's Office

## Project Contact:

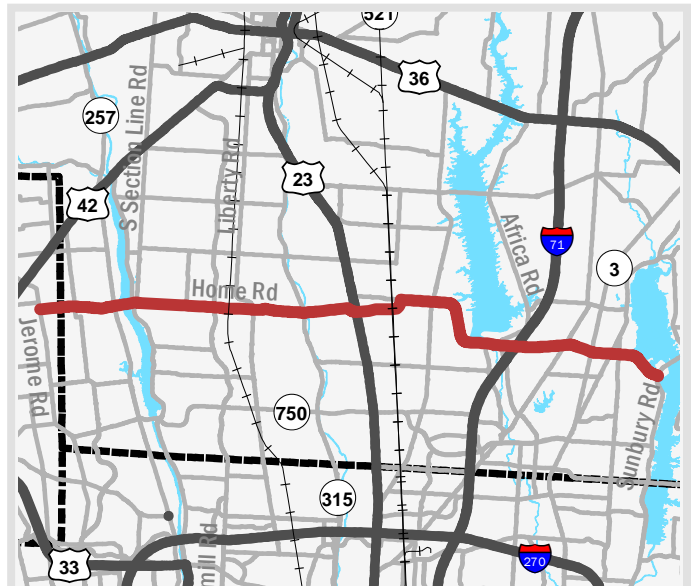
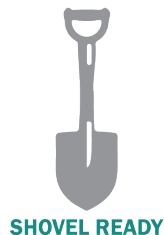
Robert Riley, PE, PS, Chief Deputy Engineer  
rriley@co.delaware.oh.us | 740-833-2400

## Partner Agencies:

Liberty Township, Orange Township,  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

585 estimated



## Project Location

Home, Lewis Center, and Big Walnut Roads from Jerome Road to Sunbury Road; interchange at I-71 and Big Walnut Road included in separate project

## Project Benefits

- Maintains competitive infrastructure by creating an east to west route in Southern Delaware County, relieving congestion on Polaris and Powell Roads
- Adds value to the transportation system by providing connections between Eastern Delaware County and growth areas in Southeast Union County
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors
- Promotes active transportation by connecting neighborhoods within the project area through the construction of shared use paths
- Leverages contributions and revenues from the Slate Ridge and Evans Farms developments to complete components between US 23 and Old State Road



Construction of recently-completed Home Road extension west of US 23

# FEEDER CHANNEL RESTORATION

PROJECT  
PROFILE

The Feeder Channel Restoration project will reclaim the roughly 9-mile channel that connects Buckeye Lake to the South Fork of the Licking River. The channel was originally constructed in 1839 to provide a fresh water source to the lake when it acted as reservoir for the Ohio and Erie Canal. Restoring water flow through the channel is anticipated to improve water quality and provide sufficient water levels in the lake.

## Project Type:

Water & Sewer

## Estimated Cost:

TBD

## Lead Agency:

Buckeye Lake Region Corporation - Water Quality Task Force

## Project Contact:

Mike Fornataro, Executive Director

mformataro@buckeyelake2030.org | 740-964-4520

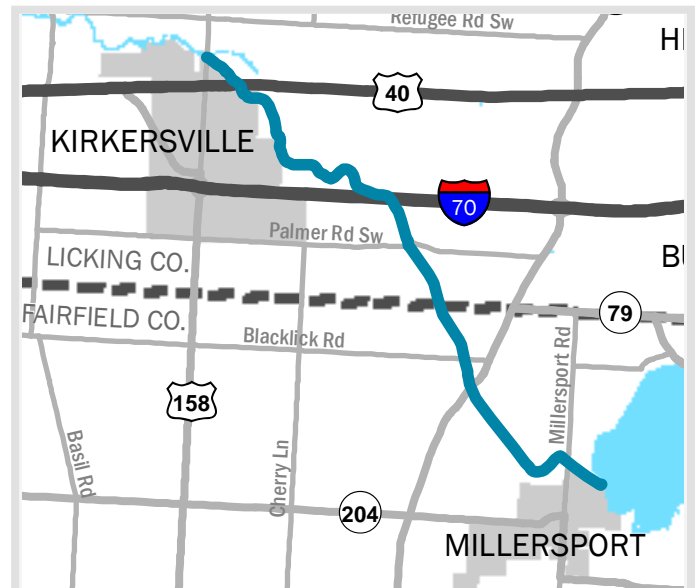
## Partner Agencies:

Ohio Department of Natural Resources,  
Fairfield County, Licking County

## Jobs Supported:

Tourism-industry related employment

Prioritized by:  
**FAIRFIELD COUNTY**



## Project Location

Northwest corner of Buckeye Lake near Millersport to the South Fork of the Licking River near Kirkersville

## Project Benefits

- Provides for improved water quality of Buckeye Lake by reducing sediment build-up and harmful pollutant runoff, benefitting both habitat and recreation
- Increases source water to the lake, ensuring sufficient supply during drier and hotter summer months for boating and recreation
- Promotes tourism in the Buckeye Lake area
- Leverages previous investments, including the recent reconstruction of the dam
- Aligns with existing planning documents, including the 2013 Buckeye Lake Nutrient Reduction Plan and Buckeye Lake 2036 Planning Charrette



Buckeye Lake during reconstruction of the dam

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# GLENN PARKWAY

PROJECT  
PROFILE

The Glenn Parkway project includes multiple phases that will complete the final three miles of the partially-completed parkway. The project includes a four-lane divided boulevard with multi-use paths and a grade separated railroad crossing at the existing Norfolk Southern railroad line.

Prioritized by:  
**DELAWARE COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$30 million

## Lead Agency:

City of Delaware

## Project Contact:

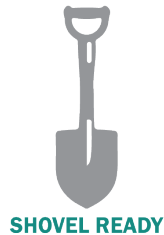
Matthew Weber, PE, Deputy City Engineer  
mweber@delawareohio.net | 740-203-1721

## Partner Agencies:

Delaware County Engineer's Office,  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

TBD

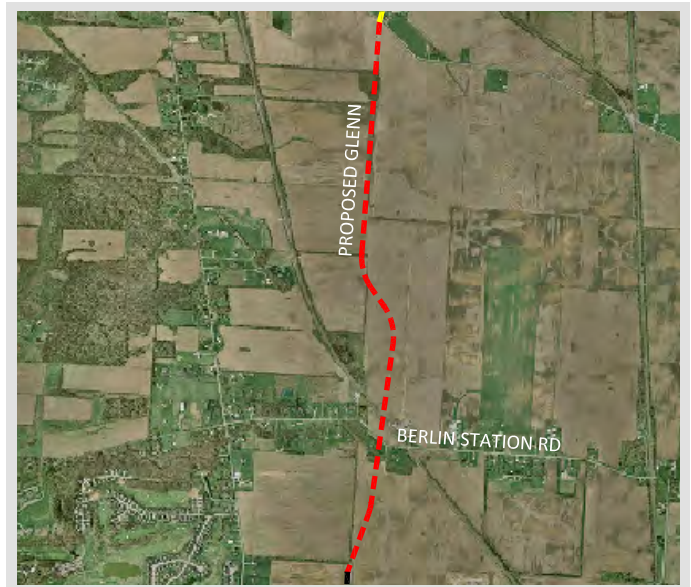


## Project Location

Existing terminus of the southern portion of Glenn Parkway at Sycamore Lane to the existing terminus of the northern portion of Glenn Parkway at Curve Road

## Project Benefits

- Maintains competitive infrastructure by providing a new connection between US 23 and US 36/SR 37 on the southeast side of the City of Delaware
- Increases safety by eliminating an at-grade railroad crossing on Berlin-Station Road
- Promotes active transportation through the construction of shared use paths along the boulevard
- Aligns with prior planning documents, including the City of Delaware's 2001 Thoroughfare Plan
- Ready to proceed, with design plans actively underway for an initial 1/2 mile segment between Sycamore Lane and Berlin Station Road



Potential alignment of Glenn Parkway

# I-70 FLOOD REMEDIATION

PROJECT  
PROFILE

The Thornwood Corridor project will address flooding issues that can cause Interstate 70 to be closed between SR 37 and SR 79. The project would include evaluation and subsequent implementation of improvements for necessary flood mitigation. When the highway is closed, traffic is rerouted on US 40 and other roadways, overwhelming local infrastructure for several days.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

TBD

## Lead Agency:

Ohio Department of Transportation

## Project Contact:

Jason Sturgeon, PE, District 5 Planning Administrator  
jason.sturgeon@dot.state.oh.us | 740-323-5100

## Partner Agencies:

Licking County Area Transportation Study (LCATS), Licking County Engineer's Office, Licking County Soil & Water District, Grow Licking County CIC, Villages of Buckeye Lake and Hebron, Union Township, Heath-Newark-Licking Port Authority

Prioritized by:  
**LICKING COUNTY**

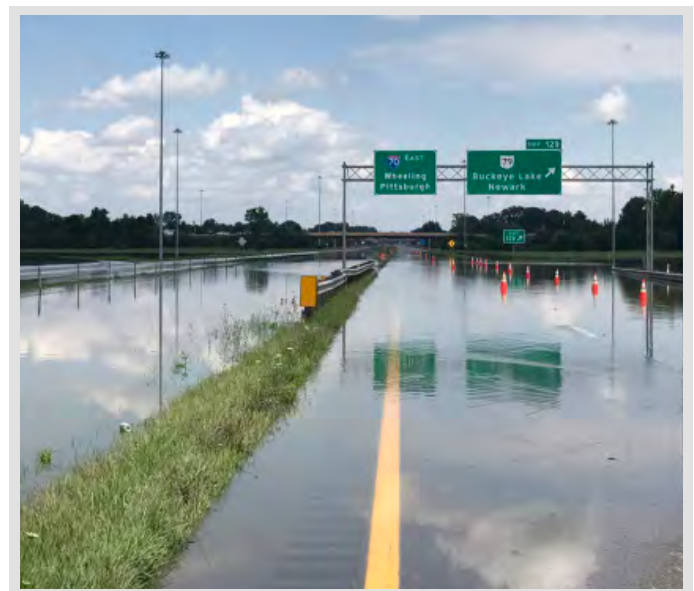


## Project Location

Interstate 70 between SR 37 and SR 79

## Project Benefits

- Maintains competitive infrastructure by ensuring the resiliency of a nationally significant corridor during weather events
- Adds value to the transportation system by reducing closing events and reducing flooding damage to infrastructure
- Allows for continued economic growth of the state by ensuring freight and cargo movements are not interrupted
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors
- Aligns with existing planning documents, including LCATS Long-Range Multi-Modal Transportation Plan



Flooding event that closed the interstate in July 2017

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# I-70 TO US 33 CONNECTOR

PROJECT  
PROFILE

The I-70 to US 33 Connector project will construct a parkway between Interstate 70 and US 33 to the east of the City of Pickerington. Once completed, the roadway will have two lanes in each direction. The corridor alignment has not been finalized but would likely utilize both new and existing right-of-way.

Prioritized by:  
**FAIRFIELD COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$109 - \$140 million

## Lead Agency:

Fairfield County Engineer's Office

## Project Contact:

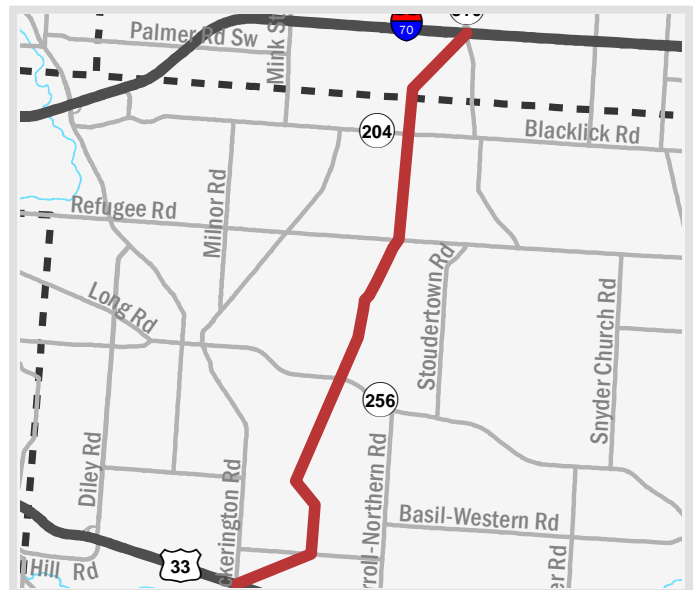
Jeremiah Upp, PE, PS, Fairfield County Engineer  
engineer@fairfieldcountyohio.gov | 740-652-2300

## Partner Agencies:

Violet Township (Fairfield Co.), Etna Township (Licking Co.),  
Ohio Department of Transportation, Mid-Ohio Regional  
Planning Commission (MORPC)

## Jobs Supported:

Potential development of office, warehouse, and logistics  
employment centers

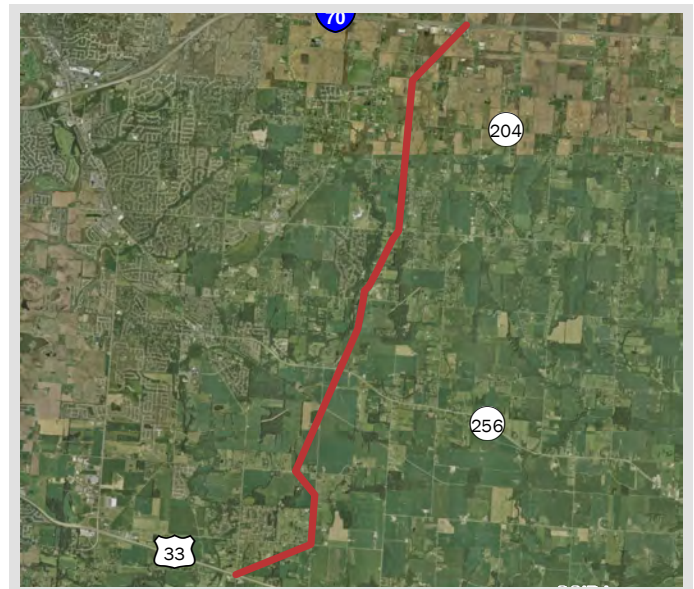


## Project Location

Interstate 70 to US 33

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion through central Pickerington and on the US 33 and I-270 corridors
- Adds value to the transportation system by linking national and statewide highway corridors as identified by Access Ohio 2040
- Provides for development of shovel-ready sites for economic development near the I-70 corridor
- Promotes active transportation through the construction of complete streets
- Aligns with existing planning documents, including the 2016-2040 MORPC Metropolitan Transportation Plan



2013 aerial view of project location

# JOHNSTOWN BYPASS

PROJECT  
PROFILE

The Johnstown Bypass project includes extension of SR 310 from its current terminus at SR 37 north to intersect Sportsman Club Road and/or US 62. This would create a bypass around the Village of Johnstown for truck and passenger traffic destined for US 62 northbound.

Prioritized by:  
**LICKING COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

>\$5 million

## Lead Agency:

Village of Johnstown

## Project Contact:

Jim Lenner, Village Manager

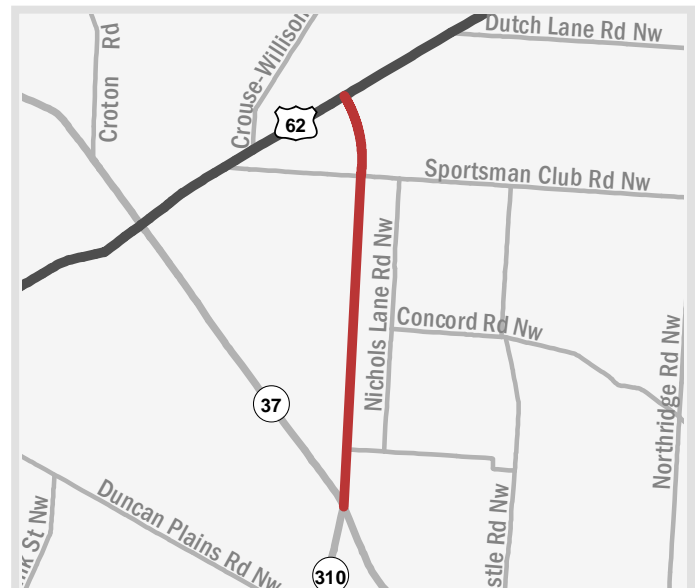
jlenner@johnstownohio.org | 740-967-3177

## Partner Agencies:

Monroe Township, Licking County Engineer's Office,  
Licking County TID, Grow Licking County CIC

## Jobs Supported:

Logistics, manufacturing, and fabrication sector growth



## Project Location

SR 310 at SR 37 to US 62

## Project Benefits

- Maintains competitive infrastructure by increasing connectivity across the roadway network
- Provides an alternative route for trucks to reach US 62, improving quality of life by diverting traffic away from residential areas at the center of the village
- Removes conflict between trucks making turning movements at US 62 and SR 37
- Provides for additional growth for the Village of Johnstown, its eastern business parks, and Northwest Licking County



2016 aerial view of the project location

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# MINK STREET CORRIDOR

PROJECT  
PROFILE

The Mink Street Corridor project will widen and improve this once-rural roadway between Etna Township and Johnstown to accommodate the increased volumes of truck traffic seeking connections to I-70 and the SR 161/SR 37/SR 16 corridor. These improvements will leverage other recent investments, including the new interchange at SR 161 and Mink Street and improvements at I-70 and SR 310.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

>\$10 million

## Lead Agency:

Licking County Area Transportation Study (LCATS)

## Project Contact:

Todd Fortune, Technical Study Director  
mfortune@lcounty.com | 740-670-5190

## Partner Agencies:

City of Pataskala, Etna Township, Jersey Township, Licking County Engineer's Office, Licking County TID, Grow Licking County CIC

## Jobs Supported:

Technology and big data sector growth

Prioritized by:  
**LICKING COUNTY**



## Project Location

US 40 in Etna Township to Jersey Street in Johnstown

## Project Benefits

- Maintains competitive infrastructure by increasing connectivity across the roadway network by linking US 40 and I-70 with the SR 16/SR 37/SR 161 and US 62 corridors
- Adds value to the transportation system through creation of a vital north-south corridor for continued growth of eastern Licking County
- Allows for continued economic growth across many communities, including Etna Township, Pataskala, Jersey Township, and Johnstown
- Facilitates development in the logistics and distribution industry in the shovel-ready area of I-70 and SR 310



Construction of the new Mink Street Interchange with SR 161

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# NEWARK-HEATH AIRPORT RUNWAY EXTENSION

PROJECT  
PROFILE

The Newark-Heath Airport Runway Extension project will lengthen the existing runway at Licking County's primary airport, known as VTA. Extension of the runway will allow the airport to accommodate larger airplanes. The existing runway is 4,600 feet while a 5,000 foot runway is the typical standard for corporate jets and medevac operators. In Ohio, 43 airports provide 5,000 foot runways.

## Project Type:

Transportation - Aviation

## Estimated Cost:

\$14.8 - \$21.6 million

## Lead Agency:

Licking County Area Transportation Study (LCATS)

## Project Contact:

Todd Fortune, Technical Study Director  
mfortune@lcounty.com | 740-670-5190

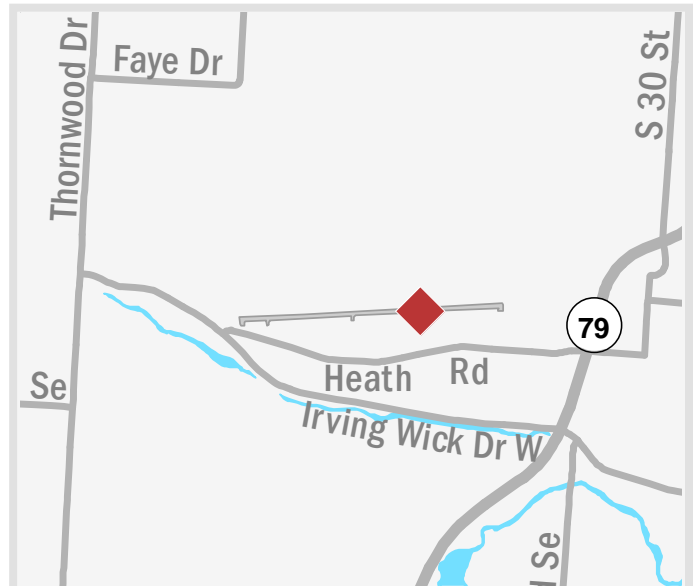
## Partner Agencies:

Federal Aviation Administration (FAA), Ohio Department of Transportation (ODOT), Licking County Engineer's Office, Cities of Heath and Newark, Grow Licking County CIC

## Jobs Supported:

Employment in all sectors due to aviation access benefit

Prioritized by:  
**LICKING COUNTY**



## Project Location

Existing airport on Heath Road

## Project Benefits

- Maintains competitive infrastructure by providing sufficient runway length to accommodate most airport users
- Adds value to the transportation system by allowing larger planes to port in Licking County
- Allows for continued economic growth of Licking County by strengthening assets to attract and retain the corporate community
- Aligns with existing planning documents, including LCATS Long-Range Multi-Modal Transportation Plan



2016 aerial view of the project location

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# SUNBURY PARKWAY & INTERCHANGE

PROJECT  
PROFILE

The Sunbury Parkway and Interchange project will increase the capacity of the Interstate 71 interchange at US 36/SR 37 by creating additional ramps that connect to a new east to west regional route. The first phase of the project includes construction of a partial interchange south of the existing interchange to serve the planned Sunbury Parkway corridor.

Prioritized by:  
**DELAWARE COUNTY**

**Project Type:**  
Highways & Roads

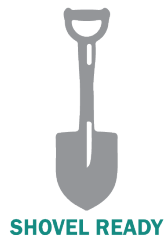
**Estimated Cost:**  
\$110 - \$140 million

**Lead Agency:**  
Ohio Department of Transportation

**Project Contact:**  
Steve Feller, PE, Project Manager  
steven.feller@dot.ohio.gov | 740-833-8272

**Partner Agencies:**  
Village of Sunbury, Delaware County,  
Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**  
Supports > 2,900 jobs projected by 2040



**Project Location**  
Interstate 71 and US 36/SR 37

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion at I-71 and US 36/SR 37, a regional commercial center and truck route
- Adds value to the transportation system by improving access to area businesses, such as American Showa, Kroger Midwest Distribution, and Tanger Outlet Mall
- Leverages significant private contributions, including TIF and New Community Authority revenues from the Tanger and Northgate developments
- Increases safety by addressing exit ramp queuing back-ups onto the I-71 mainline
- Aligns with existing planning documents, including the Village of Sunbury's 2016 Thoroughfare Plan



Phasing plan showing first phase in light blue

# THORNWOOD CORRIDOR

PROJECT  
PROFILE

The Thornwood Corridor project includes multiple components to improve Thornwood Drive as a north-south connector for Central Licking County. This includes linking the new Thornwood Crossing Interchange at SR 16 with Thornwood Drive at Reddington Road via a new bridge. The corridor will be further improved to the south, including addressing the profile of the railroad crossing to accommodate freight traffic.

## Project Type:

Transportation - Highways & Roads

**Estimated Cost:** >\$10 million

## Lead Agency:

Cities of Newark and Heath

## Project Contact:

**Brian Morehead, City Engineer - City of Newark**  
bmorehead@newarkohio.net | 740-670-7727

**Mark Johns, Mayor - City of Heath**  
mayor@heathohio.gov | 740-522-1420

## Partner Agencies:

Licking County Area Transportation Study (LCATS), Licking County Engineer's Office, Licking County TID, Grow Licking County CIC, Heath-Newark-Licking Port Authority

## Jobs Supported:

Manufacturing sector growth

## Project Benefits

- Maintains competitive infrastructure by increasing connectivity across the roadway network by linking SR 79 with the SR 16/SR 37/SR 161 corridor
- Adds value to the transportation system through creation of a vital north-south corridor for continued growth of Licking County's manufacturing sector
- Allows for continued economic growth across many communities, including Heath, Hebron, Granville, and Newark
- Improves access for major employers, including Ariel Corporation, Boeing, Ampacet, Covestro, THK, and others
- Improves safety and freight accessibility through improvements to the railroad crossing

Prioritized by:  
**LICKING COUNTY**



## Project Location

Thornwood Drive from Cherry Valley Road/SR 16 to Beaver Run Road, including a new bridge and alignment over Raccoon Creek



Existing railroad crossing to be improved

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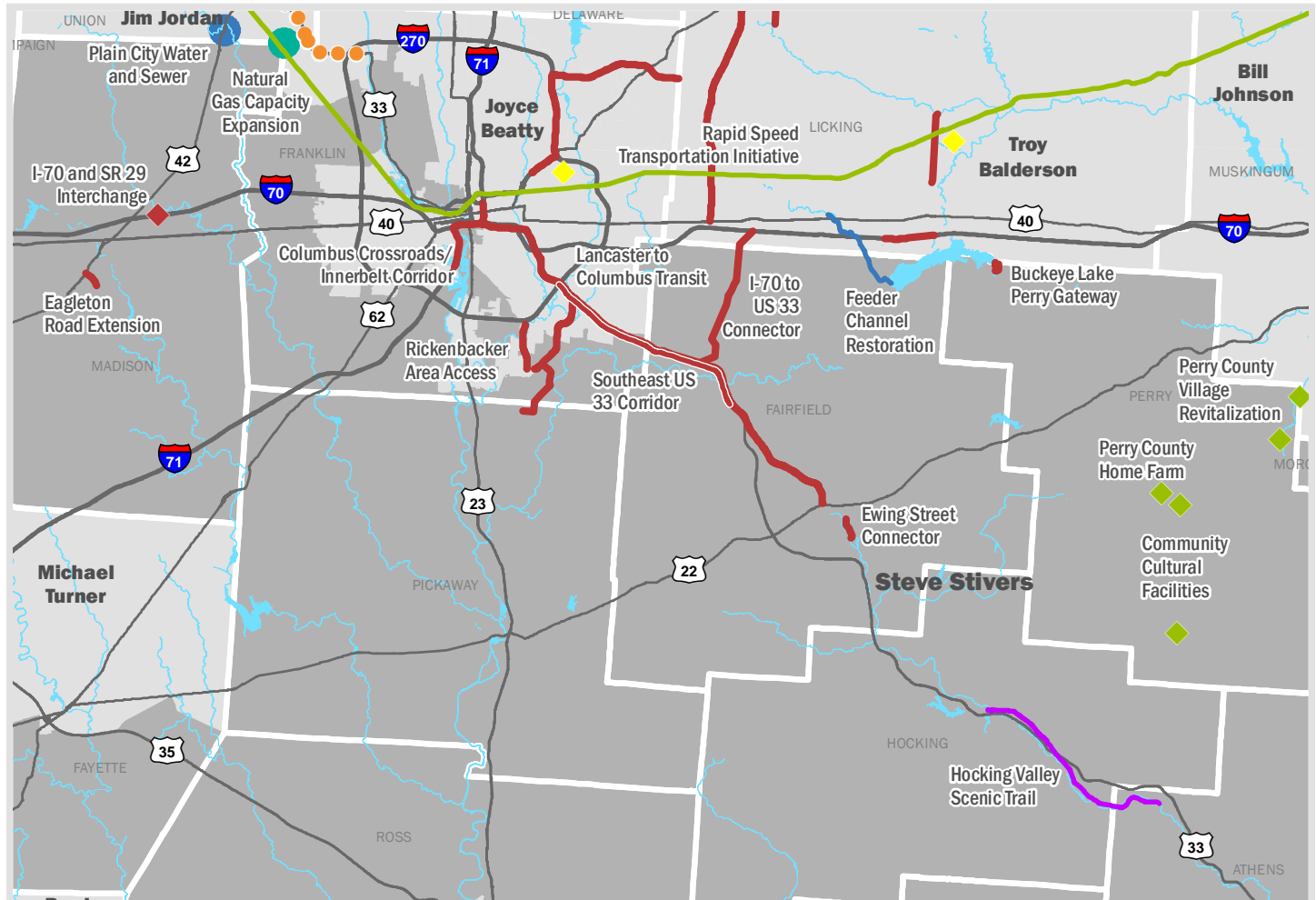
# CONGRESSIONAL DISTRICT 15

DISTRICT  
PROFILE

The projects below were identified through the Competitive Advantage Projects initiative as priority infrastructure investments to advance economic growth within Central Ohio. Within and adjacent to Ohio's 15th District, these projects were identified by Fairfield, Franklin, Hocking, Madison, and Perry Counties.

U.S. Congressman  
**Steve Stivers**

## Competitive Advantage Projects



**Buckeye Lake Perry Gateway**  
\$52.1 million

**Community Cultural Facilities**  
TBD

**Eagleton Road Extension**  
\$3 - \$14 million

**Ewing Street Connector**  
\$7.3 - \$9.7 million

**Feeder Channel Restoration**  
TBD

**Hocking Valley Scenic Trail**  
\$24.8 million

**I-70 and SR 29 Interchange**  
\$14.1 million

**I-70 to US 33 Connector**  
\$109 - \$139.6 million

**Lancaster to Columbus Transit**  
\$80,000 annually

**Natural Gas Capacity Expansion**  
\$100 million

**Perry County Home Farm**  
TBD

**Perry County Village Revitalization**  
\$3.5 million

**Plain City Water & Sewer**  
\$23 million

**Rickenbacker Area Access**  
\$160.4 - \$169.4 million

**Southeast US 33 Corridor**  
\$298.7 - \$375.7 million

# BUCKEYE LAKE PERRY GATEWAY

PROJECT  
PROFILE

The Buckeye Lake Perry Gateway project will enhance the infrastructure on the Perry County corner of Buckeye Lake to increase public access and create economic growth opportunities. A five-acre park with boat docks and a public promenade, catalyzed with an Ohio Capital Budget allocation, will anchor the redevelopment of Thornport and spur additional development along the SR 13 corridor adjacent to the lake.

## Project Type:

Transportation / Water & Sewer

## Estimated Cost:

\$52.1 million

## Lead Agency:

Thorn Township

## Project Contact:

Bob Coleman, Thorn Township Trustee  
thorntwpzoninginspector@gmail.com | 740-249-7568

## Partner Agencies:

Village of Thornville, Perry County Engineer's Office, Perry County Commissioners, Ohio Department of Transportation, Ohio Department of Natural Resources

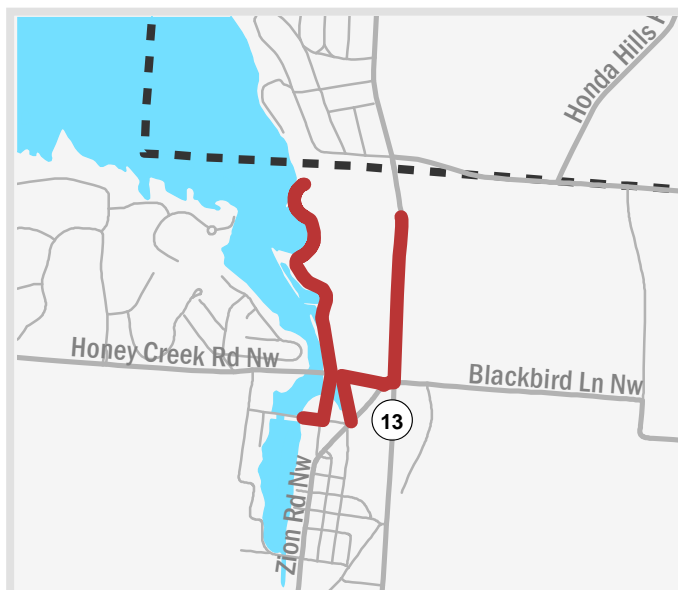
## Jobs Supported:

TBD

## Project Benefits

- Maintains competitive infrastructure by improving the safety and connectivity of the roadway network and addressing stormwater needs
- Improves public access to Buckeye Lake, a major regional and statewide recreational amenity
- Leverages previous investments by the state and establishes the necessary infrastructure to encourage private investment in new development
- Builds on regional efforts to revitalize the Buckeye Lake Region, including the work of Buckeye Lake 2030
- Promotes active transportation by constructing a public promenade across the waterfront and construction of sidewalks along new and reconstructed streets

Prioritized by:  
**PERRY COUNTY**



## Project Location

Southeastern corner of Buckeye Lake, showing a promenade along the lakeshore and improvements to the SR 13 corridor



Honeycreek Road crossing the cove of Buckeye Lake near Thornport

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# COMMUNITY CULTURAL FACILITIES

PROJECT  
PROFILE

The Community Cultural Facilities project seeks to rehabilitate two historic cultural facilities in Perry County: the former Town Hall/Opera House in New Lexington and the Tecumseh Theater in Shawnee. Once redeveloped, the facilities will add to the quality of life of rural Perry County, and create further opportunities to revitalize the downtowns of each community.

**Project Type:**  
**Strategic Planning**

**Estimated Cost:**  
**TBD**

**Lead Agency:**  
**Perry County Community Improvement Corporation**

**Project Contact:**  
**David Hansen, Director**  
**hansen.david.j@gmail.com | 614-783-0309**

**Partner Agencies:**  
**City of New Lexington, Village of Shawnee,**  
**Sunday Creek Associates**

Prioritized by:  
**PERRY COUNTY**



## Project Location

City of New Lexington and Village of Shawnee

## Project Benefits

- Creates critical community cultural facilities to improve local quality of life
- Advances economic development goals through downtown revitalization
- Preserves two historically-significant buildings that help create a sense of place for their communities
- Leverages an underutilized city-owned asset in New Lexington



Former Town Hall and Opera House in New Lexington

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# EAGLETON ROAD EXTENSION

PROJECT  
PROFILE

The Eagleton Road Extension project will extend Eagleton Road from its current terminus at US 42. The new roadway will extend south to SR 142, providing a connection around residential areas on the northeast side of the City of London. The route will benefit economic development by improving freight movements and providing increased roadway frontage for business development.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$3 - 14 million

## Lead Agency:

City of London

## Project Contact:

Joseph Mosier, Safety-Service Director  
jmosier@ci.london.oh.us | 740-852-3243

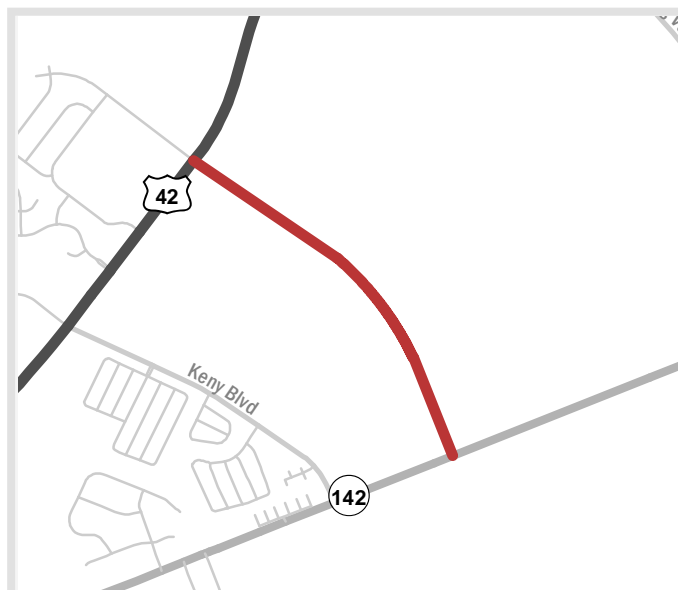
## Partner Agencies:

Ohio Department of Transportation (ODOT),  
Ohio Public Works Commission

## Jobs Supported:

Manufacturing, warehouse, and distributions jobs  
within areas of new development

Prioritized by:  
**MADISON COUNTY**



## Project Location

Between US 42 and SR 142 on the northeast side of the City of London

## Project Benefits

- Creates competitive infrastructure by creating redundant transportation connections to major highway corridors
- Provides an alternative route for trucks to reach the interstate, improving quality of life by diverting traffic away from residential areas
- Prepares shovel-ready sites with transportation infrastructure
- Provides for continued economic growth for the City of London
- Keeps pace with the infrastructure needs of employers and residents



2013 aerial view of project location

# EWING STREET CONNECTOR

PROJECT  
PROFILE

The Ewing Street Connector project will extend South Ewing Street at its intersection with Sugar Grove Road south to Logan-Lancaster Road/Memorial Drive/Old US 33. The roadway is also a component of a planned ring roadway around the Southwest side of the City of Lancaster, diverting truck traffic from the core of the city. The road also opens up additional land for economic development.

Prioritized by:  
**FAIRFIELD COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$7.3 - \$9.7 million

## Lead Agency:

City of Lancaster

## Project Contact:

Mitch Noland, City Engineer

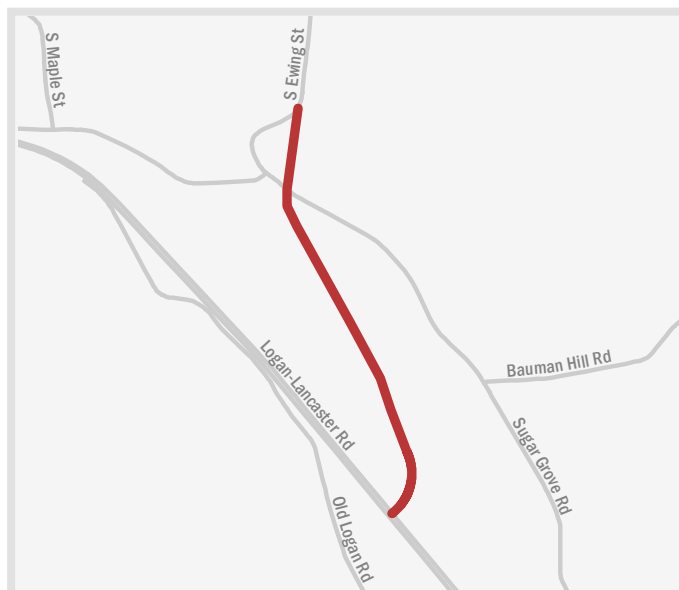
[mnoland@ci.lancaster.oh.us](mailto:mnoland@ci.lancaster.oh.us) | 740-687-6614

## Partner Agencies:

Ohio Department of Transportation

## Jobs Supported:

Potential commercial or industrial development



## Project Location

Ewing Street at Sugar Grove Road to Logan-Lancaster Road/Memorial Drive/Old US 33

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion through Central Lancaster
- Adds value to the transportation system by creating redundant transportation connections between national and statewide highway corridors
- Provides for development of shovel-ready sites with transportation infrastructure
- Keeps pace with the infrastructure needs of growing companies and residents
- Aligns with existing planning documents, including 2003 City of Lancaster Thoroughfare Plan



2013 aerial view of project location

# FEEDER CHANNEL RESTORATION

PROJECT  
PROFILE

The Feeder Channel Restoration project will reclaim the roughly 9-mile channel that connects Buckeye Lake to the South Fork of the Licking River. The channel was originally constructed in 1839 to provide a fresh water source to the lake when it acted as reservoir for the Ohio and Erie Canal. Restoring water flow through the channel is anticipated to improve water quality and provide sufficient water levels in the lake.

## Project Type:

Water & Sewer

## Estimated Cost:

TBD

## Lead Agency:

Buckeye Lake Region Corporation - Water Quality Task Force

## Project Contact:

Mike Fornataro, Executive Director  
mfornataro@buckeyelake2030.org | 740-964-4520

## Partner Agencies:

Ohio Department of Natural Resources,  
Fairfield County, Licking County

## Jobs Supported:

Tourism-industry related employment

Prioritized by:  
**FAIRFIELD COUNTY**



## Project Location

Northwest corner of Buckeye Lake near Millersport to the South Fork of the Licking River near Kirkersville

## Project Benefits

- Provides for improved water quality of Buckeye Lake by reducing sediment build-up and harmful pollutant runoff, benefitting both habitat and recreation
- Increases source water to the lake, ensuring sufficient supply during drier and hotter summer months for boating and recreation
- Promotes tourism in the Buckeye Lake area
- Leverages previous investments, including the recent reconstruction of the dam
- Aligns with existing planning documents, including the 2013 Buckeye Lake Nutrient Reduction Plan and Buckeye Lake 2036 Planning Charrette



Buckeye Lake during reconstruction of the dam

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# HOCKING VALLEY SCENIC TRAIL

PROJECT  
PROFILE

The Hocking Valley Scenic Trail project will connect the City of Logan in Hocking County to the City of Nelsonville in northern Athens County. The corridor is approximately 20 miles and follows country roadways, a scenic railway, and the Hocking River near U.S. 33. Other roadway improvements will be made to manage traffic congestion on Front Street/Old 33, which the trail will follow.

Prioritized by:  
**HOCKING COUNTY**

## Project Type:

Transportation - Active Transportation

## Estimated Cost:

\$24.8 million

## Lead Agency:

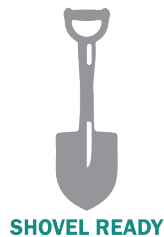
Hocking County Commissioners

## Project Contact:

Sandra Ogle, President, Hocking County Commissioners  
commissioners@co.hocking.oh.us | 740-385-5195

## Partner Agencies:

Athens County Commissioners, City of Nelsonville,  
City of Logan, Hocking Valley Scenic Trail Committee,  
Hocking Valley Scenic Railway Committee,  
Hocking County Community Improvement Corporation



## Project Location

City of Logan to City of Nelsonville

## Project Benefits

- Maintains competitive infrastructure by expanding transportation options and improving congested roadway corridors
- Promotes safety of pedestrians and bicyclists by providing separate, low-stress facilities
- Promotes tourism in the Hocking Hills region
- Encourages greater economic activity and improves area property values
- Improves quality of life by creating a community asset for area residents to enjoy



Example of scenic trail along a railway corridor in another part of Ohio

# I-70 & SR 29 INTERCHANGE

PROJECT  
PROFILE

The I-70 & SR 29 Interchange project will upgrade the existing interchange to accommodate growth in the logistics industry. The improvements will increase efficiency and safety to provide a reliable transportation network to global companies in rural Central Ohio. A roundabout will be constructed on the south side of the interchange and the bridge over I-70 will be widened to accommodate more traffic.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$14.1 million

## Lead Agency:

Ohio Department of Transportation

## Project Contact:

Thomas Slack, ODOT District 6

thomas.slack@dot.ohio.gov | 740-833-8340

## Partner Agencies:

Village of West Jefferson

## Jobs Supported:

Supports >6,000 existing jobs and continued manufacturing, warehousing, and distribution growth

Prioritized by:  
**MADISON COUNTY**

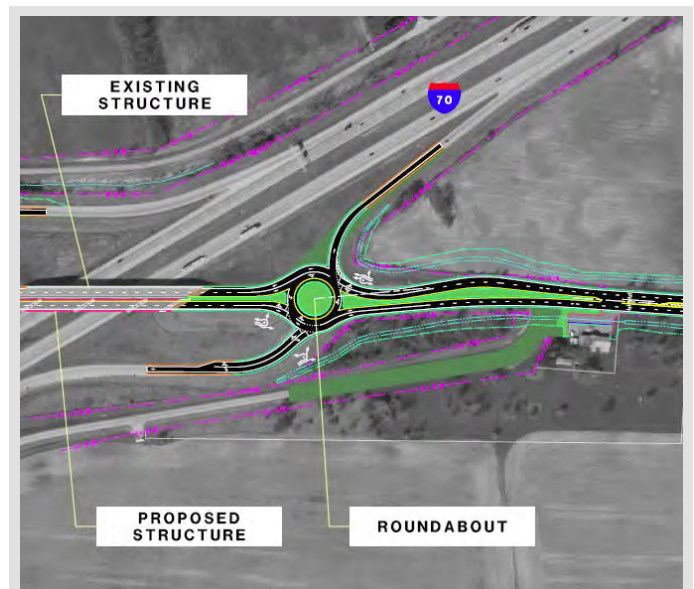


## Project Location

Interstate 70 at State Route 29 in West Jefferson

## Project Benefits

- Creates competitive infrastructure by improving a rural interchange to support continued economic development in the area
- Supports development of shovel-ready sites, including more than 3,000 acres poised for development
- Provides for continued economic growth for the Village of West Jefferson and Madison County
- Keeps pace with the infrastructure needs of employers and residents
- Leverages previous investments in the interchange completed 2012-2013



Proposed improvements to the interchange include a roundabout on the south side and a wider bridge for SR 29 over the interstate

# I-70 TO US 33 CONNECTOR

PROJECT  
PROFILE

The I-70 to US 33 Connector project will construct a parkway between Interstate 70 and US 33 to the east of the City of Pickerington. Once completed, the roadway will have two lanes in each direction. The corridor alignment has not been finalized but would likely utilize both new and existing right-of-way.

Prioritized by:  
**FAIRFIELD COUNTY**

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$109 - \$140 million

## Lead Agency:

Fairfield County Engineer's Office

## Project Contact:

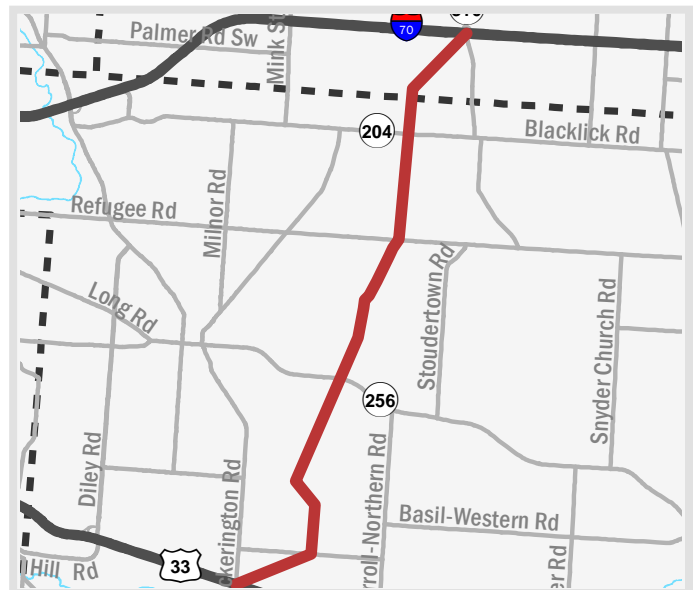
Jeremiah Upp, PE, PS, Fairfield County Engineer  
engineer@fairfieldcountyohio.gov | 740-652-2300

## Partner Agencies:

Violet Township (Fairfield Co.), Etna Township (Licking Co.),  
Ohio Department of Transportation, Mid-Ohio Regional  
Planning Commission (MORPC)

## Jobs Supported:

Potential development of office, warehouse, and logistics  
employment centers

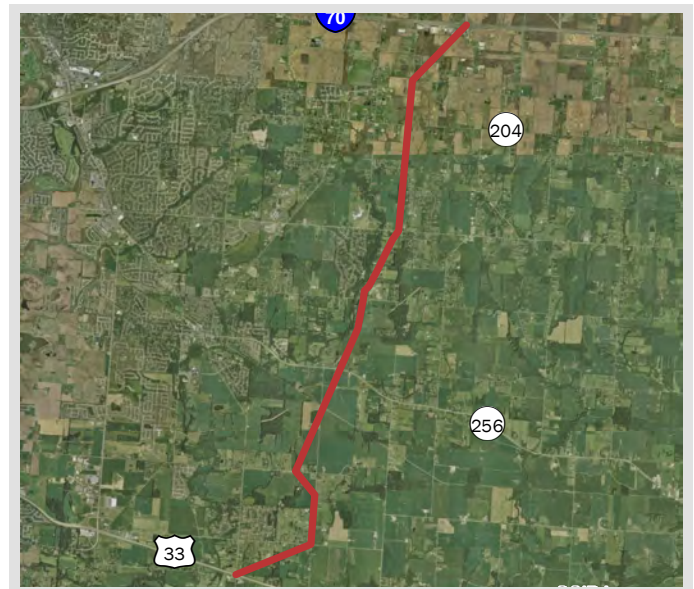


## Project Location

Interstate 70 to US 33

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion through central Pickerington and on the US 33 and I-270 corridors
- Adds value to the transportation system by linking national and statewide highway corridors as identified by Access Ohio 2040
- Provides for development of shovel-ready sites for economic development near the I-70 corridor
- Promotes active transportation through the construction of complete streets
- Aligns with existing planning documents, including the 2016-2040 MORPC Metropolitan Transportation Plan



2013 aerial view of project location



# LANCASTER TO COLUMBUS TRANSIT

PROJECT  
PROFILE

The Lancaster to Columbus Transit project seeks to establish transit service in the commuter corridor between the City of Lancaster and the employment centers in Columbus. Initial service could include Rickenbacker service twice daily Monday through Saturday. Service times would be based on highest demands currently experienced on the GREAT (Groveport Rickenbacker Employee Access Transit) service.

**Project Type:**  
Transportation - Transit

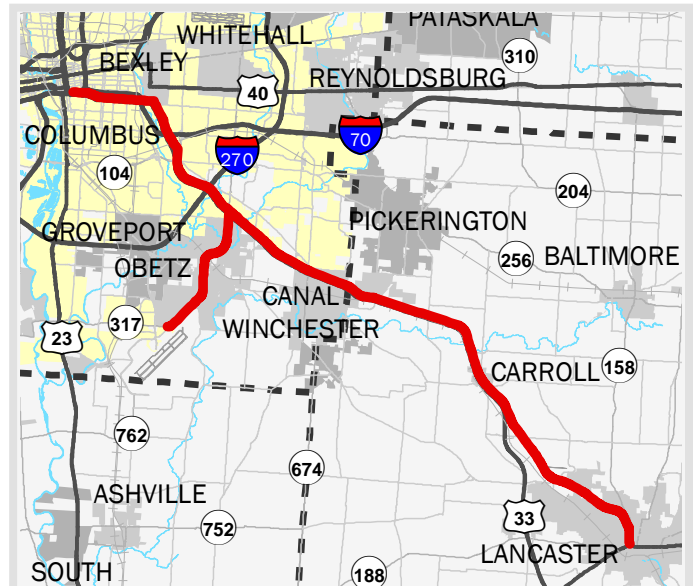
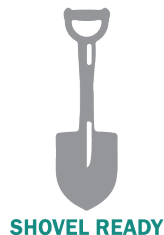
**Estimated Cost:**  
\$80,000 annually

**Lead Agency:**  
City of Lancaster Public Transit Department

**Project Contact:**  
Carrie Woody, Director  
cwoody@ci.lancaster.oh.us | 740-687-6858

**Partner Agencies:**  
Central Ohio Transit Authority (COTA), City of Groveport,  
Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**  
Approximately 30,000 jobs in the Rickenbacker area



## Project Location

City of Lancaster to Columbus, potentially including the Rickenbacker area

## Project Benefits

- Maintains competitive infrastructure by relieving traffic congestion on US 33 and parallel routes, a major freight and commuter corridor
- Adds value to the transportation system by providing an additional mode for commuters between Fairfield and Franklin County job centers
- Promotes active transportation by placing public transit in close proximity to homes and jobs
- Reduces energy consumption and improves air quality by reducing single-occupancy vehicle trips and emissions
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors



Lancaster Public Transit System vehicle

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# NATURAL GAS CAPACITY EXPANSION

PROJECT  
PROFILE

The Natural Gas Capacity Expansion project will address natural gas capacity issues facing portions of Franklin, Madison, Pickaway, and Union Counties. The project will construct a natural gas line from the Rockies Express (REX) Pipeline in Pickaway County north into the four-county area to support business expansion and attraction.

Prioritized by:  
**UNION, MADISON, &  
FRANKLIN COUNTIES**

**Project Type:**  
Energy Systems

**Estimated Cost:**  
\$100 million

**Lead Agencies:**  
Union County-Marysville Economic Development Partnership.  
Madison County Chamber of Commerce, Franklin County  
Department of Economic Development and Planning

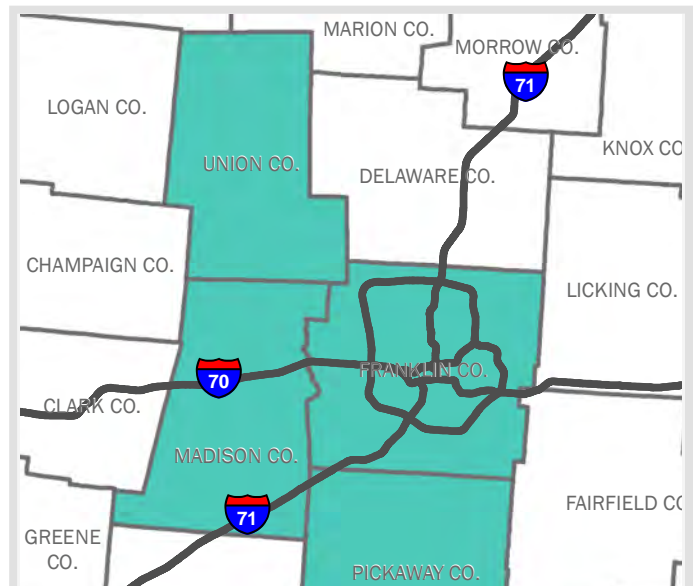
**Project Contacts:**  
Eric Phillips (Union Co.) - 937-642-6279  
David Kell (Madison Co.) - 740-490-7547  
Jim Schimmer (Franklin Co.) - 614-525-7301

**Partner Agencies:**  
Pickaway County, Columbia Gas of Ohio

**Jobs Supported:**  
10,000+ created and 28,000 retained

## Project Benefits

- Maintains competitive infrastructure by extending natural gas lines into underserved areas
- Serves existing and future commercial and industrial employers
- Provides for creation of shovel-ready sites with utility and transportation infrastructure
- Supports Honda of America Manufacturing and its supplier network of more than 50 companies, including firms like Stanley Electric and Jefferson Industries
- Aligns with existing planning documents, including a 2016 study of natural gas capacity by Union County partners



## Project Location

Portions of Franklin, Madison, Pickaway, and Union Counties (specific pipeline routes and service areas not yet determined)



Rockies Express (REX) Pipeline corridor through Ohio  
(source: Tallgrass Energy)

# PERRY COUNTY HOME FARM

PROJECT  
PROFILE

The Perry County Home Farm project will create a learning center for students and residents. Utilizing the resource of land, the center will be a working laboratory for agroecology to provide workforce training in agriculture and related fields. In addition to strengthening workforce education, the center will accomplish community development goals such as soil remediation research for coal-impacted communities.

**Project Type:**  
Strategic Planning

**Estimated Cost:**  
TBD

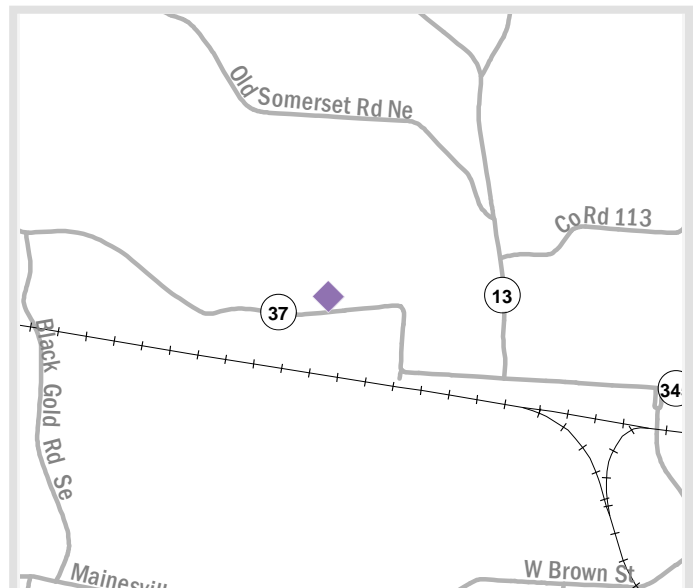
**Lead Agency:**  
Perry County Community Improvement Corporation (CIC)

**Project Contact:**  
David Hansen, Director  
hansen.david.j@gmail.com | 614-783-0309

**Partner Agencies:**  
New Lexington City School District, Hocking College,  
Perry County Commissioners

**Jobs Supported:**  
Development of skilled workforce

Prioritized by:  
**PERRY COUNTY**

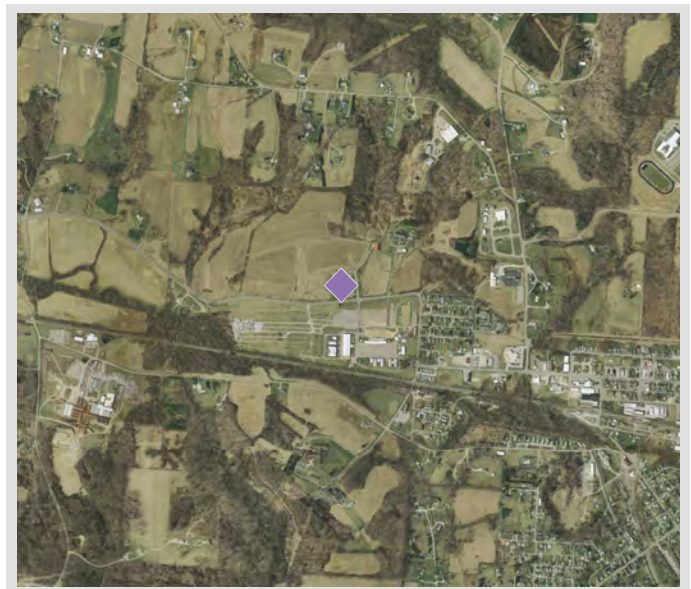


## Project Location

Former Perry County Home Farm located just west of the Village of New Lexington on SR 37

## Project Benefits

- Advances economic development goals by addressing workforce needs for the county
- Fosters entrepreneurship with maker spaces and a business incubator
- Creates opportunities to train workers for culinary, food production, venticulture, and related employment
- Facilitates social investment in the community
- Leverages an underutilized county-owned asset



2013 aerial view of project location

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# PERRY COUNTY VILLAGE REVITALIZATION

PROJECT  
PROFILE

The Perry County Village Revitalization project encompasses multiple improvements in the Villages of Roseville and Crooksville. In Roseville, plans include replacement of the Athens Road Bridge (\$1.2 million) and village-wide street and curb improvements (\$2.3 million). Crooksville plans upgrades to the village park, including new restrooms.

Prioritized by:  
**PERRY COUNTY**

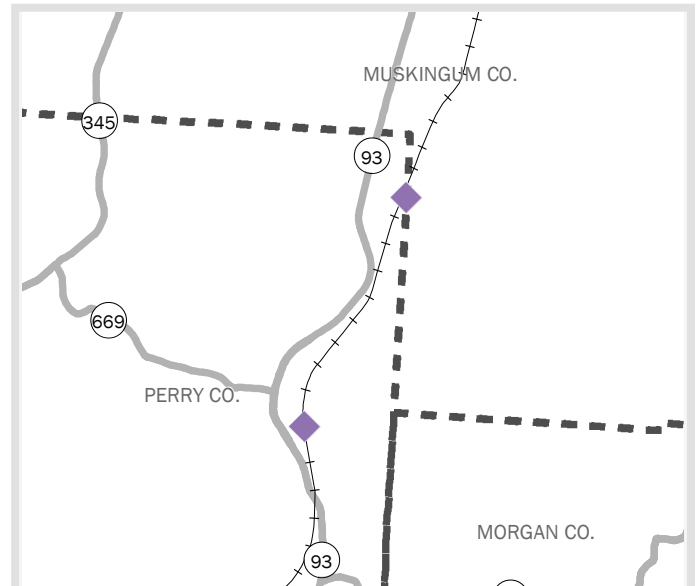
**Project Type:**  
Strategic Planning

**Estimated Cost:**  
>\$3.5 million

**Lead Agency:**  
Villages of Roseville and Crooksville

**Project Contact:**  
Heidi Milner, CFO - Village of Roseville  
fiscal-officer@sbcglobal.net | 740-697-7323  
Fred Redfern, Mayor - Village of Crooksville  
mayor.redfern@crooksville.com | 740-982-2656

**Partner Agencies:**  
Perry County Community Improvement Corporation (CIC)



## Project Location

Various locations within the Villages of Roseville (Muskingum and Perry Counties) and Crooksville (Perry County)

## Project Benefits

- Creates competitive infrastructure by improving the local street network for businesses and residents
- Adds value to the transportation system by replacing a bridge constructed prior in 1950 with a new structure of adequate width
- Improves quality of life by improving the public domain
- Contributes to revitalization of neighborhoods through investments in parks and recreation facilities
- Maximizes existing infrastructure by utilizing existing roads in already-developed corridors



Village of Roseville



# PLAIN CITY WATER & SEWER

PROJECT  
PROFILE

The Plain City Water & Sewer project will construct new water and sewer utility services along SR 161 between Plain City and the Franklin/Madison County line. The water and sanitary sewer mains will accommodate significant development along the corridor.

Prioritized by:  
**MADISON COUNTY**

**Project Type:**  
Water & Sewer

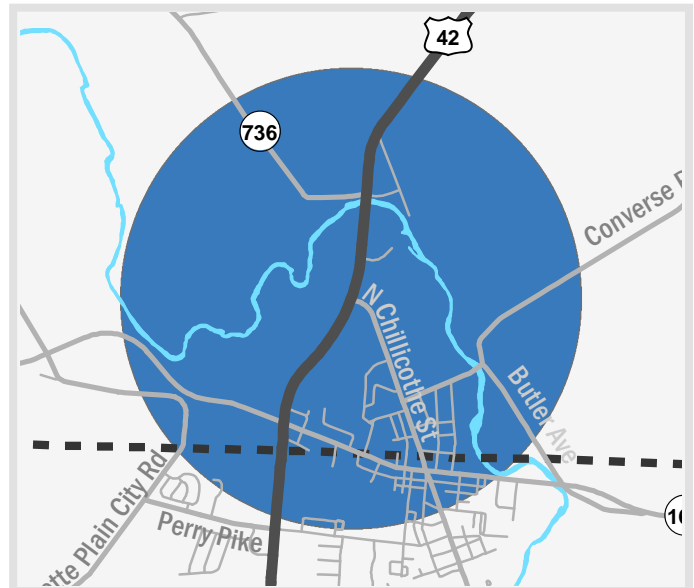
**Estimated Cost:**  
\$23 million

**Lead Agency:**  
Village of Plain City

**Project Contact:**  
Jeff Coleman, Village Engineer  
jcoleman@plain-city.com | 614-873-3527

**Partner Agencies:**  
Madison County

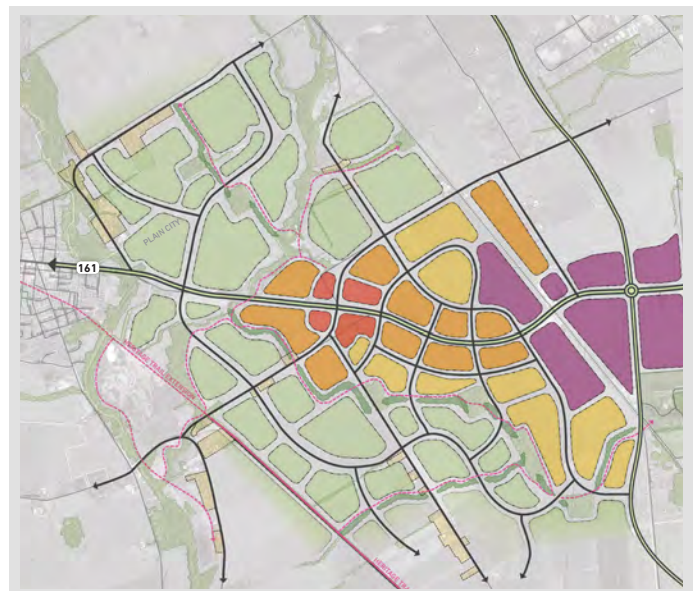
**Jobs Supported:**  
Commercal and industrial jobs within areas  
of new development



**Project Location**  
Village of Plain City

## Project Benefits

- Supports an estimated 2,700 acres with capacity for up to 4 million square feet of commercial or industrial development and 3,200-4,200 new residential units
- Maintains competitive infrastructure extending water and sewer systems to support growth and development
- Provides for continued economic growth for the Village of Plain City
- Improves water quality by potentially eliminating septic systems that could allow contamination to enter groundwater or surface water
- Keeps pace with the infrastructure needs of employers and residents



Concept for growth along the SR 161 corridor



# RICKENBACKER AREA ACCESS

PROJECT  
PROFILE

The Rickenbacker Area Access project will improve multiple access points to accommodate additional economic growth and leverage the area's freight and logistics assets. Alum Creek Drive will be widened from 4 to 6 lanes between Groveport Road and SR 317. Additional projects will increase safety and capacity of other primary corridors, as recommended by the Rickenbacker Area Study.

**Project Type:** Transportation - Highways & Roads

**Estimated Cost:** \$160.4 - \$169.4 million  
(breakdown on reverse)

**Lead Agencies:**

Franklin County Engineer's Office,  
Ohio Department of Transportation

**Partner Agencies:**

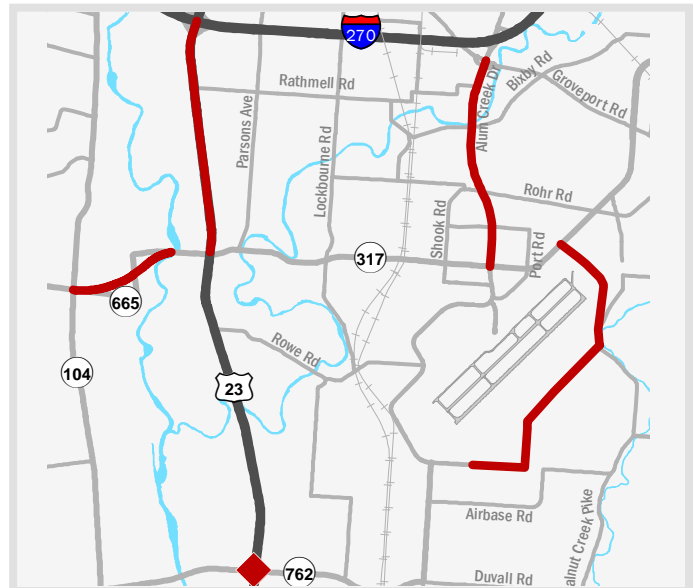
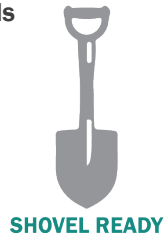
City of Columbus, City of Groveport, Village of Obetz,  
Hamilton Township (Franklin Co.), Harrison Township  
(Pickaway Co.), Madison Township (Franklin Co.),  
Madison Township (Pickaway Co.)

**Supporting Agencies:**

Norfolk Southern Railroad, Columbus Regional Airport Authority  
(CRAA), Mid-Ohio Regional Planning Commission (MORPC)

**Jobs Supported:**

More than 30,000 Rickenbacker area jobs supported



**Project Location**

Alum Creek Drive (Groveport Rd to SR 317), US 23 (I-270 to SR 317/SR 665), Rickenbacker Parkway east around airport, US 23 at SR 762, and SR 665 (US 23 to SR 104)

## Project Benefits

- Strengthens long-term growth and economic sustainability for the Rickenbacker area, a key asset of the North American International Freight Center
- Increases capacity on Alum Creek Drive, a part of the USDOT-designated National Primary Freight Highway System and a National Highway System Intermodal Connector Route linking to Rickenbacker Intermodal Airport and Norfolk Southern's intermodal rail facility
- Supports new and existing businesses by reducing traffic congestion, improving travel time reliability for shipments and workforce
- Leverages more than half a billion dollars in public and private investments in the Rickenbacker area



Rickenbacker International Airport is one of the world's few cargo-dedicated airports

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# RICKENBACKER AREA ACCESS

PROJECT  
PROFILE



Improvement/Phase	Description	Estimated Cost
<b>Rickenbacker Inland Port Interstate Connector/Alum Creek Drive Widening</b>	<b>Widen Alum Creek Drive from 4 to 6 lanes with complete street facilities from Groveport Road to SR 317</b>	<b>\$35.2 million</b>
<b>Pickaway East-West Connector Phase 2</b>	<b>Construct interchange at US 23 and SR 762</b>	<b>\$28 million</b>
<b>Rickenbacker Parkway Extension</b>	<b>Extend Rickenbacker Parkway from current terminus to accomodate additional development</b>	<b>\$60.2 million</b>
<b>U.S. 23 Freeway Conversion</b>	<b>Convert U.S. 23 to a limited-access freeway from I-270 to SR 317/SR 665, with eventual goal to extend limited-access to Pickaway County line</b>	<b>\$22 - \$30 million</b>
<b>SR 665 Realignment</b>	<b>Realign "S" Curve on SR 665 between US 23 and SR 104</b>	<b>\$13 - \$14 million</b>
<b>SUPPORTING PROJECTS</b>		
<b>Smart Columbus Connected Vehicle Corridor</b>	<b>Deploy platoon intent freight signal priority infrastructure on Alum Creek Drive to enable truck platooning on I-70 corridor east of Columbus</b>	<b>\$1.2 - \$2 million</b>
<b>Pickaway East-West Connector Phase 3</b>	<b>Widen SR 762/Duvall Road/Ashville Pike from three to five lanes</b>	<b>\$7.8 million</b>

# SOUTHEAST US 33 CORRIDOR

PROJECT  
PROFILE

The Southeast US 33 Corridor projects will convert the existing US 33 corridor between Interstate 270 and the newly constructed Carroll Interchange into a limited-access freeway. The project includes construction of new interchanges at Bixby and Pickerington Roads. As measured at the Fairfield/Franklin County line, the corridor carries an average of approximately 50,000 vehicles daily.

## Project Type:

Transportation - Highways & Roads

## Estimated Cost:

\$298.7 - \$370.1 million (breakdown on reverse)

## Lead Agency:

Ohio Department of Transportation

## Partners Agencies:

City of Canal Winchester, City of Columbus,  
City of Groveport, Madison Township (Franklin Co.),  
Violet Township (Fairfield Co.)

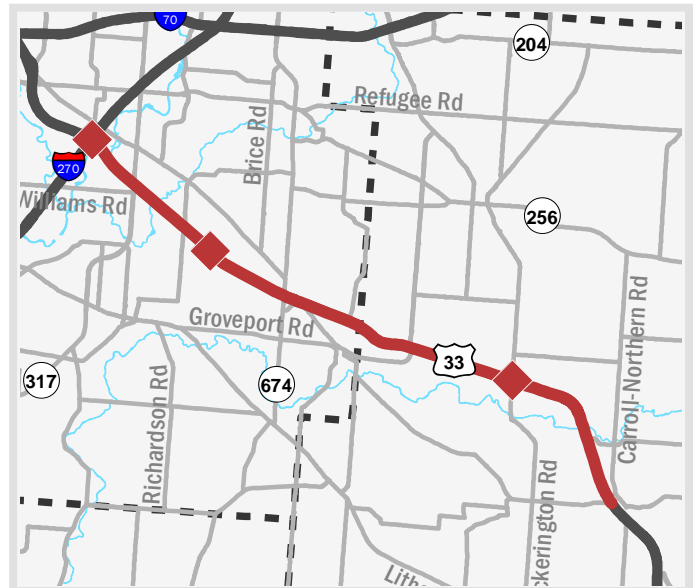
## Supporting Agencies:

Central Ohio Transit Agency (COTA),  
Mid-Ohio Regional Planning Commission (MORPC)

## Jobs Supported:

TBD

Prioritized by:  
**FAIRFIELD & FRANKLIN  
COUNTIES**



## Project Location

US 33 from I-270 to the Carroll Interchange

## Project Benefits

- Maintains competitive infrastructure by increasing capacity and relieving congestion on a statewide highway corridor identified by Access Ohio 2040
- Adds value to the transportation system by creating a limited-access corridor extending from the interstate system to southeastern Fairfield County
- Supports the aggressive economic development efforts and job growth goals of the Fairfield 33 Alliance
- Aligns with existing planning documents, including the 2004 US 33 Corridor Study
- Potentially supports transit as the corridor could be utilized for additional workforce access transit service between Columbus and Lancaster



Construction of the recently completed Carroll Interchange at the south end of the corridor

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# SOUTHEAST US 33 CORRIDOR

PROJECT  
PROFILE

Improvement/Phase	Description	Estimated Cost
US 33 at I-270	Interchange modification	\$151.2 - \$196.5 million
US 33 - Hamilton to Gender	Convert 4-lane roadway to 4-lane freeway from SR 317/Hamilton Road to SR 674/Gender Road	\$3.1 - \$4 million
US 33 at Bixby Road	New interchange	\$72.8 - \$93.2 million
US 33 - Gender to Hill/Diley	Convert 4-lane roadway to 4-lane freeway from SR 674/Gender Road to Hill Road/Diley Road	\$3.1 - \$4 million
US 33 - Hill/Diley to Carroll	Convert 4-lane roadway to 4-lane freeway from Hill Road/Diley Road to Carroll interchange	\$8 - \$11.9 million
US 33 at Pickerington Road	New interchange	\$60.5 million